

CITY OF COTATI GENERAL PLAN 1985-2005



RESOLUTION NO. 90-53

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COTATI
ADOPTING THE GENERAL PLAN UPDATE (1990) AND APPROVING
AND CERTIFYING THE ENVIRONMENTAL IMPACT REPORT.

WHEREAS, the City Council of the City of Cotati has held a series of public hearings regarding the General Plan Update (1990); and,

WHEREAS, The City Council has considered public testimony as well as the recommendations of the Planning Commission and other reviewing agencies while considering the General Plan Update and the accompanying Environmental Impact Report; and

WHEREAS, said Environmental Impact Report contains mitigation measures to decrease or eliminate the negative impacts which could result from the implementation of the General Plan Update; and,

WHEREAS, City Council has caused to be prepared a mitigation monitoring report which will assist with the implementation of the mitigation measures.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Cotati does hereby approve and adopt the General Plan Update (1990); and,

BE IT FURTHER RESOLVED, that the City Council of the City of Cotati does hereby approve and certify the Environmental Impact Report and Mitigation Monitoring Report which accompanies the Environmental Impact Report.

* * * * *

IT IS HEREBY CERTIFIED that the foregoing resolution was duly introduced and legally adopted at a regular meeting of the Cotati City Council held on the 26th day of September, 1990, by the following vote to wit:

SHOREY: Yes

MILLER: Yes

ROBERTS: Yes

STEWART: Yes

ELLES: Yes

Approved: *L. Shorey*
Mayor

Attest: *Randy L. [Signature]*
city clerk

CITY OF COTATI
GENERAL PLAN

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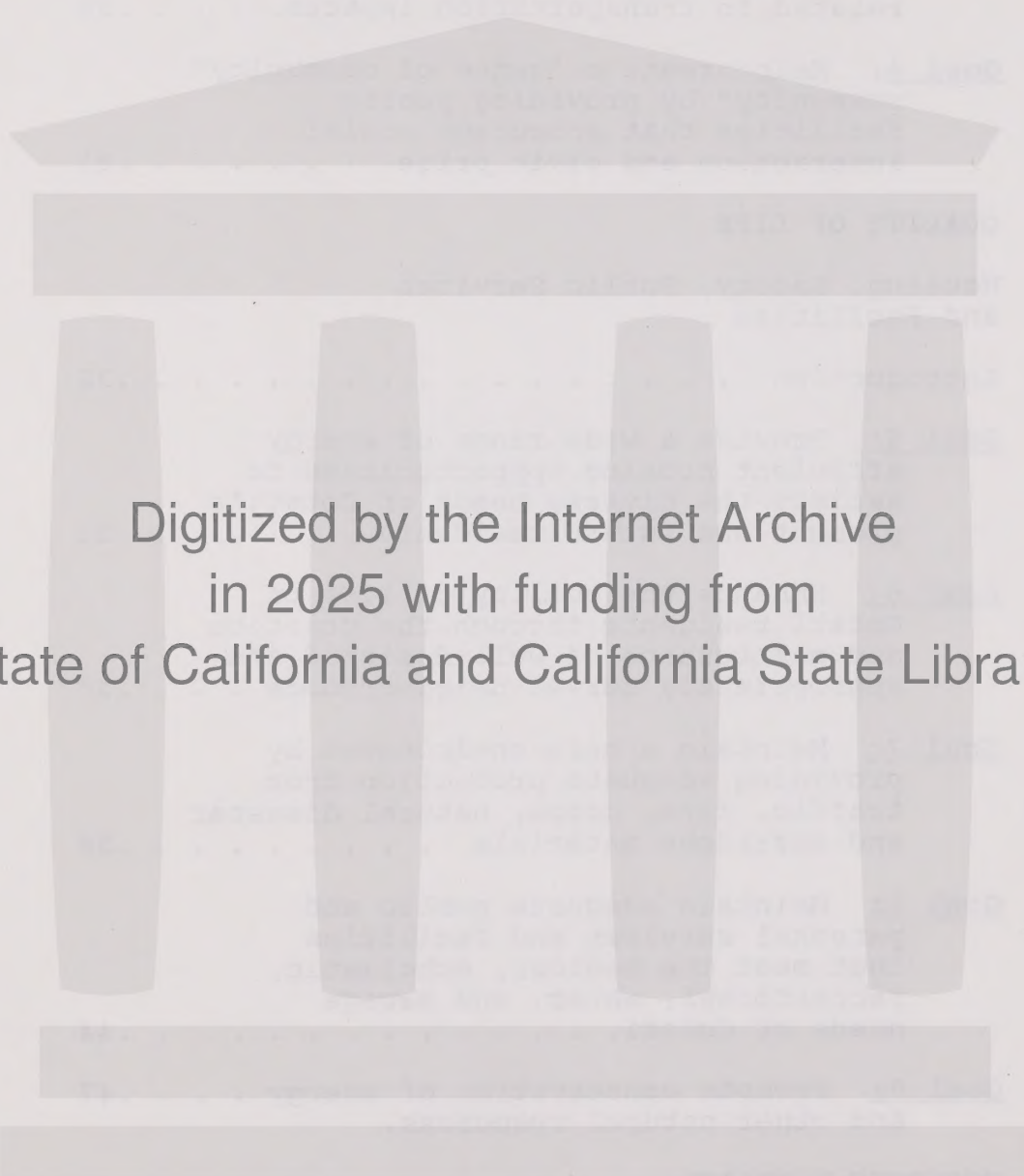
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EXECUTIVE SUMMARY

Cotati's General Plan is unique in that emphasis has been focused on four major areas which reflect the concern of the community's residents: Community Development, Quality of Life, Economic Vitality and Community Identity. These specific chapters reflect Cotati's desire to preserve its rural environment while continuing to provide the incorporated areas with necessary urban amenities. They also reflect Cotati's desire to remain a distinct and unpretentious small town while accepting the reality of being surrounded by a rapidly growing county and neighboring cities.

Community Development focuses on development of usable vacant lands within the city before considering annexation of new land. When land is considered for annexation, it shall be evaluated by criteria including its location within the Sphere of Influence and the city's ability to provide services. Clustered housing is favored in order to conserve land and to provide more open space for the residents. Placing frequent transit stops along arterials reduces the need for private cars and thus congestion on Cotati's streets. The need for adequate parking is addressed when commercial enterprises are located adjacent to residential areas. This chapter includes the mandatory elements of land use, circulation, noise, and safety.

The Quality of Life section focuses on Cotati's desire for an identity which is unique yet unpretentious. Residents' views tend to center on conservation: conservation of the land, conservation of energy, conservation of rural vistas, and conservation of the small town atmosphere. Programs designed to accomplish these goals include: solar heating access for new homes, deciduous shade trees, preservation of hillsides for retention of parks and of open space, preservation of a diverse housing stock, and minimal disruption of the land when construction does take place, and citizen involvement in the City's decision-making process. This chapter includes the mandatory elements of housing, safety and conservation, and the optional element of public facilities and services.

The Economic Vitality section focuses on Cotati's opportunity to take advantage of residential and business growth which is moving steadily northward from the Bay Area. Establishing the Hub as the principal economic center and the principal visual center of the community is a key policy. Every city needs a "there" there (according to Gertrude Stein) and Cotati has the Hub. By focusing retail and service activities in the Hub, Cotati can establish a visual identity distinct from other communities. Industrial growth will be focused in the R. C. Industrial Park area (west of the highway) and commercial highway activities will center along Old Redwood Highway and the Highway 101 interchange with Gravenstein Highway. This chapter includes the mandatory elements of land use, circulation, conservation and safety.

The Community Identity section focuses on the citizens' desire to retain the unassuming, relaxed atmosphere of a rural, small town. There is also a strong sensitivity to agricultural lands that have traditionally surrounded Cotati. To accomplish these goals, the scale and exterior finishes of building in the Hub shall be similar to "Old California" styles and compatible with existing structures. Street furniture and landscaping shall be compatible in style, scale and color with surrounding buildings--providing visual and physical resting places. To accomplish this goal, this General Plan document proposes that a Specific Plan be prepared for the Hub area. Residential densities on the fringe of the city shall be kept low, and agricultural land will be protected from development. This chapter includes the mandatory elements of land use, open space, conservation, circulation, and housing. It also includes the optional elements of scenic highways and urban designs.

Cotati's General Plan provides for expansion of residential, commercial and industrial facilities, while maintaining the individuality and identity that has distinguished Cotati from its neighboring communities.

PURPOSE OF THE GENERAL PLAN

The purpose of the General Plan is to provide guidelines for growth and development which will enhance and preserve the City's small town character. The plan must reflect the desires of the community if it is to serve as a framework for public and private development. The General Plan is a phased time plan (20-25 years) for directing growth and development.

As mandated by state law, the General Plan must contain provisions for seven elements: Land Use, Housing, Circulation, Safety, Open Space, Noise and Conservation. In addition to these, Cotati's plan includes measures for energy and natural resource conservation, public facilities and standards for development design specifically aimed at maintaining Cotati's unique identity. The plan is a set of goals, objectives, policies and implementation programs that will enable the city to grow in an orderly fashion. The goals are broad descriptions of the direction toward which the City aspires. Objectives are specific statements of a desired future condition that break down the goals so that a City can begin to form policies. Policies spell out measurable directions for how the city should develop, and programs are the tools, establishing the "who", "how" and "where" necessary for achieving policies. A General Plan is not complete unless it includes specific implementation programs for achieving community goals.

The General Plan must be internally consistent, for example, the goals, objectives, policies and programs for each element cannot conflict and should support each other. The plan includes maps, figures, and tables in support of the plan elements. It provides an overall sense of how the community will grow within the specified time period. As the community's values and needs change, so should the General Plan; a city that continually updates its plan can be a viable city well into the future.

And finally, the material utilized in the formation of the General Plan is derived from comprehensive analyses conducted prior to the creation of the Plan. In Cotati's case this Technical Background Report was compiled by Sonoma State University in 1986. The Housing Element was updated by John Davis and Associates in 1985, and the Economic Development Action Plan/Implementation Strategy in 1986.

REGIONAL SETTING

Sonoma County is one of the nine counties which comprise the San Francisco Bay region. The southern boundary of the county is 35 miles north of San Francisco. The major transportation routes are oriented north and south with U.S. 101 bisecting Sonoma County and the city of Cotati. The Gravenstein Highway leads west from Cotati to the Russian River resort areas and the Pacific Ocean. Incorporated as a general law city in 1963, Cotati has developed around a hexagonal central plaza (a registered historical landmark).

Located at the southern end of the Santa Rosa Valley, the City of Cotati is nestled in gently rolling, tree-studded hills. Approximately 50 miles north of San Francisco, Cotati enjoys a Mediterranean-style climate with mild winters and warm summer days, cooled in the evening by Pacific fog. The noted horticulturist, Luther Burbank, once remarked about this area, "I firmly believe from what I have seen that this is the chosen spot of all the earth."

Within easy access to San Francisco and the Bay Area, the Pacific Ocean and the Russian River resort areas, Cotati combines country living with the amenities of urban life.

CITIZEN INVOLVEMENT

"...the general plan will be an effective guide for future development only if it has been prepared with the active involvement of the public and adopted with the support of broad public consensus."

- from the General Plan Guidelines
for the State of California

Citizen input has been the framework for organizing this document. This input has consisted of an issues study, a public opinion survey, and suggestions for a number of citizen involvement methods for the future.

An issues study, conducted in the fall of 1985, uncovered a number of concerns in the community which were then incorporated into an opinion survey.

This survey consisted of 43 questions grouped into the broad categories of Housing, Public Services, Parking, Business, Growth Limits/Open Space, Demographics, and general questions regarding the advantages and disadvantages of life in Cotati.

In conducting the opinion survey, students from Sonoma State University interviewed 233 Cotati residents. The citizens were chosen by a method designed to provide a 95% confidence level.¹ Other methods were also employed to achieve randomness. The demographic data indicates that a broad cross-section was surveyed. There is an approximately equal ratio of male to female respondents, and a wide range of income levels, occupations, and age groups.

Results

The most apparent and agreed-upon opinion was the enjoyable small-town, rural atmosphere of Cotati, which is considered a strong and positive element of life here. Most of the negative elements mentioned (when asked what they dislike about Cotati) were, not surprisingly, related to urbanization.

When asked what type of housing units will be needed in the future, the largest number of people said single-family homes. The survey results also indicated a need for affordable housing in general.

¹ Confidence level: the likelihood of 100 random samples having the same results as would interviewing the entire population.

Under the category of public services, the responses indicated an overall satisfaction. An average of only 20% of the citizens saw problems in the following areas: public transit, animal control, water and sewer services, street maintenance, the police force, and the schools (due to overcrowding). A community meeting place and a park are also needed.

Questions concerning business and economics yielded these results: 1) 50% did not favor the establishment of more entertainment businesses; 2) 60% wanted more businesses oriented toward other goods and services, and 3) about the same number opposed as favored the idea of industry moving to Cotati.

The final group of questions considered open space and growth limits. Though realizing that some growth is inevitable, it is quite clear that the citizens want to keep their rural identity: 65% want to preserve the agricultural and rural land surrounding Cotati, nearly 60% oppose merging with Rohnert Park, and almost 70% wish Cotati to be either a rural town or "the same as now" in the next 20 years.²

METHODOLOGY

The General Plan for Cotati represents two phases of methodology. The first was a nine-month effort on the part of Sonoma State University's Planning Workshop which included: data collection and analysis, and plan preparation. The second phase was the refinement of this plan by the City of Cotati's Planning Staff to achieve the policy direction of the Planning Commission and City Council. The methodology, or process followed in preparing the plan, is given to assure its relevance to the community.

Data Collection and Analysis

The process began with an Issues Study that provided the Workshop with an overview of local issues. A land use survey was then conducted within the city to identify parcels of land in terms of site adaptation, size, location, land use, and quality of upkeep. With this information a land use map was made, showing the actual use each parcel.

² Anyone wishing more details of the methods and results of the public opinion survey should consult the Draft Technical Report in preparation for a general plan for the City of Cotati prepared by the Sonoma State University Planning Workshop in fall, 1985 (available for reference at the Cotati Planning Department).

To obtain citizen input on a range of planning topics important to Cotati, a Public Opinion Survey was carried out by the Workshop. The Issues Study served as a basis in formulating questions for this survey. A computer was used to compile the information.

The Workshop then divided into groups to study Cotati's environmental systems, housing, economy, parking, and population characteristics and trends. A transportation survey was conducted by the Workshop to discover origins and destinations of travel for Cotati's residents. This information was entered into a computer and the results mapped to show the major travel patterns in Cotati and the region.

With all the studies and surveys completed, the collected information was summarized and combined into a single report. That document, the Draft Technical Report, served as the basis for this General Plan.

Plan Preparation

In the spring of 1986, work began on the next major effort, the actual preparation of the Plan. The process included identification and definition of major problems and opportunities to be addressed; development and analysis of planning alternatives; and development of a preferred alternative.

The Workshop began by dividing into teams, focusing on the four major areas of Community Development, Quality of Life, Community Identity and Economics. All groups worked together to ensure consistency in both the process and the plan.

Work began with each team analyzing data collected for the technical report. Goals were then formulated by each team that encompassed their elements. These goals became the focus of the plan.

Objectives and policies were developed for the goals in conjunction with specific problems and opportunities present in Cotati. Each team then developed implementation measures (action programs) for each policy. All groups coordinated efforts to assure consistency. The process was designed to produce a General Plan founded on the values of the community and reflecting the future needs of Cotati.

TRENDS AND ASSUMPTIONS

A trend, according to Webster, is "a direction of movement; a line of development." By studying various "lines of development" and the factors affecting those trends, assumptions can be made regarding the probability of events happening in the future.

In formulating the General Plan, local, regional, state and national trends were determined. Based on these conceived trends, inferences were made concerning the future needs of Cotati.

Population

There has been a dramatic increase in population both in Cotati and the surrounding region over the past 10 years, with a 43% increase in Cotati's population and an increase of 35% in Sonoma County as a whole. This trend is expected to continue increasing, but at a slower rate than in the past 10 years. This is in contrast to the nation as a whole which shows a trend toward a more stabilized population overall. Growth varies throughout the nation, with some areas showing a decrease. Generally, the western and southwestern states are experiencing the greatest increase; with California being one of the growth leaders and Sonoma County one of the fastest growing regions in California. Efforts by communities to slow growth may have some effect but, generally, growth can be expected to continue.

The trend nation-wide, as well as locally, is an older population due to an increase in life expectancy and smaller families. Cotati has a younger population than the rest of Sonoma County, in large part due to its proximity to Sonoma State University, and this trend is expected to continue as the enrollment at Sonoma State University increases.

Housing

Housing prices in California are higher than the national average, especially in the San Francisco Bay Area. Sonoma County's housing prices are increasing, and can be expected to continue increasing, as more people move to the North Bay. Recent trends seem to indicate that a growing segment of the population is unable to afford the traditional single-family home on a separate lot. As prices continue to increase, higher density, cluster-type developments at more moderate prices will become more popular, especially in areas like Sonoma County where the population is increasing rapidly and residential land is at a premium.

Though interest rates are currently comparatively low, it is uncertain whether these existing levels will continue. The remodeling and renovation of older homes will likely increase in popularity as an alternative to purchasing new homes.

Transportation

In spite of growing traffic congestion, the automobile continues to be the most popular mode of transportation. Current low fuel prices and smaller, more fuel-efficient cars encourage this reliance on automobiles. Traffic problems in Cotati, especially in the Hub area, can be expected to increase as Cotati grows. The increased population in the region, together with

traffic frustrations, may make regional public transit more feasible.

With more people moving to the North Bay and commuting to San Francisco, congestion on Highway 101 can be expected to get much worse. This, in combination with increased parking problems and costs in San Francisco, could be the impetus for getting people to shift to an alternative means of transportation. The popularity of such programs as the Park-and-Ride would have to increase, in order to deter the reliance on the automobile, which is not likely to change over the near term.

Economy

Low interest rates have been a boon to the economy nationwide. Though the national economy appears stable, interest rates may be expected to increase, with a corresponding increase in inflation.

The electronic and defense industries have contributed to the economic growth of California. A slower expansion in the electronics field is expected to continue. Agriculture should continue to be a significant element of the state's economic well-being.

Agriculture and tourism are Sonoma County's main industries. Both may decline as agricultural lands are converted to residential and commercial uses.

Both in Cotati and the surrounding areas, service-oriented businesses are outpacing other types of businesses. While this provides more jobs for the increasing population, jobs in this segment of the economy tend to be lower-paying than other types of businesses.

Energy and Natural Resources

With the continued national reliance on foreign sources for our energy needs and the ever-present threat of an oil shortage, there will be continued pressure to exploit our natural resources.

Efforts to preserve these resources will continue to be stronger in areas which have an abundance of natural amenities, such as Sonoma County.

Assuming the price of energy increases, people may, generally, be more willing to accept conservation programs which exemplify ways of cutting back on energy costs. Alternate energy sources and the energy-efficient design of buildings will continue to be stressed in Cotati.

OPPORTUNITIES AND PROBLEMS

Before identifying objectives to meet each goal, opportunities to be exploited and problems to be worked with in the development of the Plan were first identified. There are numerous opportunities which exist in Cotati, for example:

As land values continue to increase in neighboring counties, such as San Francisco and Marin, demand for land by the northward migrating population will be felt in Cotati. Also, the proximity to Sonoma State University can provide the City with opportunities for businesses that service student needs and take advantage of the educational resources available. The location of Cotati next to Highway 101 and Gravenstein Highway allows residents quick and easy access to other parts of the County and the Greater Bay Area. Business and industry would find this accessibility convenient for use by its employees and customers, and to meet their shipping and receiving needs. While Cotati's present land supply is limited, there are areas within the city boundaries where affordable housing, such as condominiums and cluster units, can be constructed. There is also vacant land immediately adjacent to the city which could be annexed for a variety of land uses, including residential.

The Hub's unique design can be emphasized by proper urban design. The vacant land in the Hub area could be developed so as to emphasize the Hub layout. Basic public service systems are in place, though there appears to be a need for repairs or replacements. These systems could be upgraded and expanded into adequate systems and/or programs. The local newspaper provides a forum to educate the residents as to the need for such programs. The topography offers a variety of environmental amenities for residents. There are rolling hills that offer scenic views. Scenic routes along creeks could be developed for bicycle and pedestrian traffic. These features are appealing and contribute to the unique character of the city.

In order to achieve the goals stated in this General Plan, Cotati has several problems which will have to be addressed. There are incompatible land uses on adjacent parcels, such as the cement factory between two residential areas. Future development must be more compatible with existing land uses. Efficient circulation throughout Cotati is hampered by increased traffic volumes on Old Redwood Highway and East Cotati Avenue. As a result, some residential streets that were not intended to handle large amounts of traffic are also experiencing large volumes. This jeopardizes the integrity and safety of the neighborhoods. Lack of adequate street lighting and street maintenance, areas of natural hazards, dilapidated housing, and the lack of a disaster evacuation plan are some of the problems of maintaining a safe environment. The volunteer fire department may become inadequate as Cotati's population increases.

Commercial and industrial enterprises are insufficient to provide goods, services and employment opportunities to the city's residents. Providing certain urban conveniences may conflict with Cotati's desired small town atmosphere. There is too much underutilized land in the Hub and no transitional architecture between old and new development.

POPULATION AND EMPLOYMENT

The earliest recorded population of Cotati was reported as 1,382 for the year 1965. At that time, Sonoma County had a population of 182,019. By 1975, Cotati's population had reached 2,860, an increase of 108.8%. By 1980, Cotati's population was 3,475: an increase of 21.5%, or an average annual growth rate of 4.3%. *

The population of Cotati as of 1985 was 4,080, a five-year increase of 17.4%. The Association of Bay Area Governments (ABAG) assigns a more inflated figure of 4,950, which includes the population that resides within the "sphere of influence" outside the actual municipal boundary lines. ABAG population projections until the year 2005 are as follows:

	1985	1990	1995	2000	2005
Cotati	4,950	5,600	6,000	6,400	6,800
(rate %)	13.1%	7.1%	6.7%	6.3%	
Sonoma County	332,200	369,450	403,600	439,950	471,800
	11.2%	9.2%	9.0%	7.2%	

After reviewing growth trends and the supply of developable land within the sphere of influence of the City of Cotati, it is believed that the ABAG numbers understate the ultimate buildout of the Cotati area. Cotati is actively implementing a Growth Management Program. Under this program the City is limited to issuing 75 residential building permits per year. A more realistic growth projection, based upon the 75 residential units per year, for the area would be as follows:

	1985	1990	1995	2000	2005
Cotati	4,080	5,700	6,731	7,762	8,793
(rate %)	39.7	18.1	15.3	13.2	

To arrive at the population projections the number of units per year is multiplied by the number of years (5) and by the predicted number of persons per household or 2.75 persons per household (pph). The 2.75 pph is derived from a compromise between ABAG's prediction (2.61 pph) and the City of Cotati's estimate of recent development populations (3.00 pph). Factors which will lead to increased

* Within corporate City Limits

** As defined by LAFCO

population projections include the demand for housing within the Sonoma County area, the availability of sewer capacity, and the growth of local employment centers. These numbers should be viewed as guide lines. A population growth which exceeds these numbers will need to be re-evaluated by the City Council and changes in the General Plan made before projects will be approved.

In 1980, the City of Cotati's population was younger than that of the Bay Area region or Sonoma County. The 1980 United States Census indicates 23% of the total population was under the age of 36. Less than 7% of the population was over the age of 65, compared to 13.5% for Sonoma County.

The educational levels in Cotati are reasonably high: 55.5% of the adult population are college educated. This overall achievement level is 2.3% higher than the County as a whole. The City of Cotati is a relatively youthful and well-educated community, which may be partially attributed to its close geographical proximity to Sonoma State University.

The population of the County of Sonoma is growing; this trend is expected to continue into the foreseeable future. Concurrent with population, employment opportunities should also increase. The largest employment gains will occur in the retail and service sector. Location in the center of Sonoma County, plus a close proximity to the Bay area, is a major incentive for businesses to choose Cotati for future business expansion. Cotati's population of young persons with high levels of education (compared to the County) can supply an adequate work force for businesses wishing to locate here.

Projections for employment within Sonoma County for 1986 show an increase in new employment as well as replacement positions. Projections for the Santa Rosa-Petaluma Metropolitan Statistical Area indicate approximately 9000 new jobs and 44,000 replacement openings will be available for the 1984-86 period. Cotati, as a member of this statistical area, will benefit from this increase in employment.

Entertainment and restaurant businesses, located primarily in the Hub, are currently the largest employers in Cotati. The largest single firm in Cotati, Reliance Trailer, currently employs 100 people. In addition, students comprise 15% of the adult population, indicating a large potential supply of part-time workers.

AVAILABILITY OF CITY WATER AND SEWER SERVICES AND FACILITIES
THROUGH 2005

SEWER - At the present time there are between 371 and 471 sewer connections remaining in the City of Cotati's allotment in the Santa Rosa Subregional Wastewater Treatment Facility. A Growth Management Program is currently in place which addresses the sewer limitation by restricting residential building permits to 100 units per year.

The City has instituted a policy of monitoring sewage capacity. If the Wastewater Treatment Facility has not increased its capacity by the time Cotati has arrived at it's maximum sewer allotment, the City will cease issuing building permits.

WATER - Cotati has a current entitlement, from the Sonoma County Water Agency, of 1.5 million gallons per day (MGD). However, at the present time, 90% of Cotati's water is derived from local wells. It is estimated that in the year 2005, 9725 people will be served by City water. Since the average daily flow is 150 gallons per dwelling unit Cotati will still be able to serve the community with the existing entitlement.

There is a potential problem which may arise because Cotati presently lacks adequate pressure and storage facilities. The City of Cotati's Water Master Plan has not been updated since it was created in 1971. Prior to any development occurring outside the area covered in the original Master Plan a new analysis addressing the storage and pressure problems would need to be created.

EXISTING AND PROPOSED PARKS

<u>NAME OF PARK</u>	<u>ACREAGE</u>	<u>TYPE OF PARK</u>	<u>FACILITIES</u>
Cotati Middle School	1.6	Neighborhood	Active A C D
Delano Park	1.5	Vest pocket	Passive A
Kotate Park	2.5	Neighborhood	Active A C D
La Plaza	2.5	City	Passive A B F
Myrtle	12.00	City	Active A B C D E
St. Joseph	2.0	Neighborhood	Active D
Veteran's Park	1.0	Vest pocket	Passive A E
Thomas Page Park*	2.0	Neighborhood	Active D
East Railroad Park*	16.00	City	Active A B C D E
West Cotati Park*	5.00	Neighborhood	Active A B C E
Gravenstein Way Park*	1.5	Vest Pocket	Passive A B C
Total	<u>47.6</u>		

FACILITIES:

- A - Bicycle and/or pedestrian pathways;
- B - Picnic tables and Bar-b-que facilities;
- C - Open space for close-proximity games (i.e. - volleyball, frisbee) ;
- D - Open space sufficient for organized games requiring more space (i.e. - baseball, soccer) ;
- E - Public restrooms
- F - Community facilities (i.e. - stage, group areas).
- * - Proposed Park

COTATI-ROHNERT PARK UNIFIED SCHOOL DISTRICT
ENROLLMENT, CAPACITY AND DEVELOPMENT

Cotati is served by the Cotati-Rohnert Park Unified School District. This district is currently at or approaching capacity at many of its schools. To meet present and future demands many schools are building or planning to build either permanent or portable classrooms. The following table provides current enrollment and capacity figures and indicates the measures being undertaken to resolve capacity problems as of March 30, 1990:

School	1/1/90 total	present capacity	projected capacity	construction planned
La Fiesta*	605	636	636	-
Thomas Page*	335	342	545	4 classrooms 1 multi-use room
Gold Ridge	535	570	570	-
Richard Crane	611	686	686	-
Evergreen	645	690	690	-
M. Hahn	540	600	950	13 classrooms
Cotati Middle School*	267	330	360	1 portable
John Reed	506	572	630	2 portables
Waldo Rohnert	553	544	544	-
R.P. Jr. High*	795	963	1023	2 portables
El Camino	119	90	90	-
Rancho Cotate*	1381	1472	1876	15 classrooms

* = Serves the Cotati student population.

COTATI FIRE PROTECTION DISTRICT

The Cotati Fire Protection District provides the sole fire protection for the City of Cotati and Cotati's sphere of influence. The District encompasses 10 square miles beyond the four (4) square miles that describe Cotati and its environs for a total district population of approximately 10,000 people.

The District provides services from one station located at 1 East Cotati Avenue in downtown Cotati. The site is about to begin a renovation program which will transform the station from a three-door to a six-door station.

There are three permanent full-time staff and 25 volunteer firefighters. The current staff-to-population ratio is .03 firefighters per 1,000 people.

There may be a problem with relying on an all volunteer department due to the fact that most of the volunteers are unavailable during the weekdays. The District is analyzing the current service level and expects to add one (1) and possibly two (2) full-time firefighters in the near future.

Cotati presently has an Insurance Service Office (ISO) rating of five (5) within the city limits, eight (8) on structures outside the city, and nine (9) for everything but structures outside the city limits. A rating of ten (10) usually indicates that no fire protection is provided. The ISO rating system can be used by the District to determine acceptable staffing and equipment levels. The District is considering applying for a new ISO evaluation since the last one was performed in the mid 1980's.

Unfortunately, the District does not know when development in Cotati and its environs will necessitate the need for a new station on the west side. This information is critical to the identification of an adequate site prior to development and the adequate protection of life and property.

V

COMMUNITY DEVELOPMENT



**NOISE
SAFETY
LAND USE
CIRCULATION**

INTRODUCTION

The Community Development section of the General Plan includes four of the state-mandated elements: Land Use, Circulation, Noise, and Safety. It has the broadest scope of any of the other General Plan elements because it considers the relationship of all the land designated for the entire General Plan area and coordinates development of the city's transportation system with existing and planned land uses. In addition there are guidelines to protect existing and future neighborhoods from excessive noise and hazards in order to maintain their integrity.

There is policy guidance for the distribution of residential, commercial and industrial land uses. The compatibility between existing and future land uses is addressed. There is an additional area which is within the scope of the General Plan which is called the Sphere of Influence. Lands within the Sphere of Influence but outside the existing City limits may be considered for development after annexation. Until that time, this area is technically under the jurisdiction of the County General Plan; however, city policies will have a strong influence over the type of development that occurs within the Sphere of Influence.

This section includes the goals, objectives, policies, and implementation for the manner in which the community, transportation network, and neighborhoods should develop through the year 2006. In addition, it contains information on the availability and location of land suitable for development and where it is located.

GOAL 1 ESTABLISH AN EFFICIENT AND ENVIRONMENTALLY SENSITIVE
LAND USE PATTERN THAT PROVIDES ADEQUATE SPACE TO MEET
HOUSING AND ECONOMIC NEEDS WHILE MAINTAINING COTATI'S
SMALL-TOWN IMAGE.

OBJECTIVE 1.1 REGULATE DEVELOPMENT IN AREAS OF
GEOLOGIC HAZARDS.

Policies and Implementation

1.1.1 Development in areas subject to liquefaction, such as along East and West Cotati Avenues, Wilford Lane, and Redwood Drive (formerly known as South Santa Rosa Avenue), shall be reviewed by qualified soils engineers and geologists in order to ensure the safety and stability of all construction. (See map 1.)

- a) The zoning ordinance shall be amended to allow only those uses compatible with site specific geologic conditions in areas of liquefaction or slope instability. The Planning Department shall develop appropriate zoning classifications and review and amend as necessary.
- b) The City Council shall adopt a resolution requiring the submittal of soil and/or geologic reports describing any potential risks associated with the development of a project site within areas identified on Map 1. The Planning and Building Departments shall review for compliance in the plan check process.
- c) Design review criteria shall be amended to set standards that will insure compatibility with site specific geologic conditions. The Planning Department and Design Review Committee will evaluate and amend the criteria as necessary.

1.1.2 All new development within the 100-year flood plain shall be built according to Federal Flood Insurance Agency standards. (See Map 2.)

- a) Design review criteria shall be amended to set standards that meet or exceed those set by the Federal Flood Insurance Agency for development in the flood plain. The Planning Department and the Design Review Committee will evaluate and amend the standards as necessary.
- b) By use of a permit process the Building Department shall enforce these standards.

1.1.3 Continue efforts to eliminate flooding, by upgrading and expanding the storm drainage system.

a) Work with the Sonoma County Water Agency to expand flood channels.

b) Unimproved drainages may be maintained on a periodic basis by Public Works.

1.1.4 Development on slopes over 10% grade shall comply with special building restrictions. (See map 1.)

a) The City Council shall adopt an ordinance establishing grading standards developed by the Planning Staff, Public Works Staff, and City Engineer to prevent erosion and runoff and to protect the drainage systems of adjacent lands. The Building Department shall conduct site inspections to check for compliance.

OBJECTIVE 1.2

NEW GROWTH SHALL NOT EXCEED THE CITY'S ABILITY TO PROVIDE NECESSARY PUBLIC SERVICES.

Policies and Implementation

1.2.1 No project shall be approved until it can be shown that the city's public services can accommodate the increased demand of services.

a) The Public Works Staff, Planning Department, and City Engineer shall draft a Public Services Master Plan for the provision and/or extension of public services based on the proposed land uses. Cost estimates will be used as a basis for establishing development fees. The Public Works and Planning Staff will evaluate proposed projects for adherence to the plan.

1.2.2 Water and sewer lines should only be extended to those parcels contiguous with existing development in order to discourage "leap-frog" development.

a) See 1.2.1

1.2.3 As new areas are considered for annexation, priority for sewer capacity shall be given to existing units.

a) The Planning Department and City Engineer shall monitor sewer capacity. The remaining sewer capacity shall be offered to serve the existing homes in newly annexed areas prior to the issuance of any new building permits.

1.2.4 The City shall establish and maintain a Growth Management Plan which enables the community to develop in a planned and orderly pattern by limiting the number of residential building permits issued each year.

- a) The Zoning Ordinance shall be amended to include Growth Management Plan guidelines.
- b) The number of residential units shall be tied directly to infrastructure constraints.
- c) All infrastructure improvements shall occur concurrently with development; or an appropriate assessment shall be imposed to offset identifiable future impacts, based on infrastructure masterplans.

OBJECTIVE 1.3

NEW DEVELOPMENT SHALL NOT
FACILITATE THE INEFFICIENT
EXTENSION OF CITY BOUNDARIES.

Policies and Implementation

1.3.1 The City shall have as a policy an emphasis on the development of vacant and underutilized land within the existing city limits.

- a) Development on vacant and underutilized land within the existing city limits shall receive priority in the development review and permit processes over those projects requiring annexation. Planning Department shall review project proposals for adherence.

1.3.2 Urban development shall be contained within the Sphere of Influence. (See map 5.)

- a) The City Council shall adopt, by resolution and/or ordinance, a policy which discourages the extension of services beyond the Sphere of Influence until infill is completed or determined to be unfeasible. The Planning Department shall review for compliance in the plan check process.

1.3.3 Annexation of land to the city should be evaluated according to the following criteria:

- i. the land is within the Sphere of Influence;
- ii. the capacity of the water, sewer, fire, school, and police services are adequate to service the area;
- iii. land within the city limits is unsuitable or insufficient to meet the current land use needs;

- a) Annexation proposals shall be evaluated in the development review process, and acted upon in accordance with the criteria set forth in this policy. Planning Department shall review project proposals for compliance with the criteria.

1.3.4 All annexations shall require public noticing of adjoining property owners within 300 feet of the annexation proposal.

- a) The Planning Department shall be responsible for noticing affected property owners.

OBJECTIVE 1.4

IDENTIFY THE AREAS WHERE FUTURE
DEVELOPMENT SHOULD OCCUR.

Policies and Implementation

1.4.1 The area within the Sphere of Influence west of Alder Avenue and north of Gravenstein Highway shall be designated a study zone area. (See map 6.)

- a) The Planning Department will prepare a study of this area and make a recommendation based upon the results of the study to the Planning Commission.

1.4.2 The area within the Sphere of Influence west of Highway 101 and south of Gravenstein Highway shall be a mix of rural residential, low density residential and commercial land uses. (See map 6.)

- a) The Planning Department shall ensure that the Zoning Ordinance is in conformance with the General Plan land use designations.

1.4.3 The area within the city east of Old Redwood Highway and north of George Street shall be a mix of low-medium density and medium density residential and commercial land uses. (See map 6.)

- a) See 1.4.2a.

1.4.4 The area west of Olaf and William Streets bordered by Highway 101, West Sierra Avenue and Old Redwood Highway shall be a mix of commercial land uses, low-medium density and medium density residential land uses. (See map 6.)

- a) See 1.4.2a.

1.4.5 The area within the Sphere of Influence Line south of West Sierra Avenue and Henry Street, west of Old Redwood Highway, and east of Highway 101 shall be a mix of rural, low density, low-medium density and medium density residential land uses and commercial land uses. (See map 6.)

- a) See 1.4.2a.

1.4.6 The area bordering East Cotati Avenue shall be a mix of low-medium density and medium density residential, commercial, and professional service land uses. (See map 6.)

a) See 1.4.2a.

b) Planning Commission and Planning staff shall pursue appropriate land uses along Industrial Avenue to accommodate a possible future rail station location.

1.4.7 The area within the Sphere of Influence east of Old Redwood Highway and south of Lincoln Avenue and Benson Lane shall be a mix of rural, low and low-medium density residential land uses. (See map 6.)

a) See 1.4.2a.

1.4.8 The area bounded by Charles Street, Old Redwood Highway, and Benson Lane shall be a mix of commercial, and low and low-medium and medium density residential land uses. (See map 6.)

a) See 1.4.2a.

1.4.9 The southern half of Industrial Avenue shall be designated for industrial uses, which shall pose a minimal amount of impact upon adjacent residential areas. (See map 6.)

a) See 1.4.2a.

1.4.10 The Sphere of Influence for the city shall be defined as the area shown on map 5.

a) The City Council shall adopt by resolution the amended Sphere of Influence Map and file it with the Local Agency Formation Committee (LAFCO). The Planning Department shall recommend changes to the map as required by the General Plan.

b) The City shall consider requests from property owners to process annexation applications with the City and LAFCO and to amend the Zoning Ordinance to allow for residential uses as designated on the Land Use Map. The Planning Department shall develop appropriate zoning classifications and amend as necessary.

1.4.11 The area bounded by Derby Lane and Gravenstein Highway may be developed in the future, but only after the preparation of a specific plan which shall delineate land uses and the provision of public services (see map 6).

a) Annexation and Rezoning of this land shall be postponed until such time as a Specific Plan is prepared for this area.

1.4.13 All future development proposals in Cotati's sphere of influence adjacent to Willow Avenue shall be analyzed to determine if the land use would be reasonable situated next to a possible future commuter rail system.

- a) The Planning Department will prepare guidelines for reasonable development adjacent to a commuter rail system.

OBJECTIVE 1.5

PROVIDE A NETWORK OF OPEN SPACE FOR NEIGHBORHOODS, TO PRESERVE THE SMALL TOWN IDENTITY, VISUAL AMENITIES, AND INSURE PUBLIC SAFETY.

Policies and Implementation

1.5.1 Subdivision of land between the City Limits and the Sphere of Influence shall be discouraged.

- a) The Planning Staff shall work with the County to develop a County Zoning Ordinance to preserve the area between the Sphere of Influence and the City limits as agricultural land with compatible uses until it is appropriate to annex this area and extend urban services. The City and County Planning Departments will work cooperatively to implement this ordinance.

1.5.2 The City shall encourage the clustering of residential units to preserve the continuity of open space, protect environmental features, enhance visual amenities, and insure public safety.

- a) The Zoning Ordinance, Subdivision Regulations and Design Review Criteria shall be amended to allow Planned Unit Developments to encourage clustered development in residential projects.

GOAL 2 DEVELOP A SYSTEM OF TRANSPORTATION FACILITIES AND SERVICES THAT PROVIDES SAFE AND EFFICIENT ACCESS TO ALL PARTS OF THE CITY, SONOMA STATE UNIVERSITY, AND THE REGION, AND REINFORCES THE DESIRED LAND USE PATTERN.

OBJECTIVE 2.1 ESTABLISH A SAFE, EFFICIENT, AND CONVENIENT PUBLIC TRANSIT SYSTEM THAT MEETS THE MOBILITY NEEDS OF ALL AGE GROUPS IN THE CITY.

Policies and Implementation

2.1.1 Encourage the continued use of the existing park-and-ride facility located on St. Joseph Way at Highway 116 so that current and future residents will be assured continued and convenient access to Sonoma County and Golden Gate Transit Systems.

a) State funding shall be sought from Caltrans to expand and improve the park-and-ride lot. Caltrans shall monitor the number of riders using the park-and-ride lot to determine when such expansion is needed.

2.1.2 Encourage the provision and maintenance of covered and lighted seating areas at existing and future transit stops along Old Redwood Highway and East Cotati Avenue to ensure safety and convenience for riders. (See map 8.)

a) Through a Capital Improvement Program and joint funding from Sonoma County and Golden Gate Transit, the City shall maintain and, where feasible, build sheltered seating facilities at bus stops where appropriate.

b) Through a Capital Improvement Program provide the installation of street lights at those bus stops where none exist.

2.1.3 When state monies become available, explore the possibility of an on-demand transit service for west, south, and southwesterly portions of Cotati that have no public transit, thus providing access to activity centers and public transit facilities.

a) Through state funding and a city contract with a regional taxi company the city should attempt to provide a "dial-a-ride" service to those areas not serviced by public transit.

2.1.4 Encourage a schedule where Sonoma County Transit buses stop every half-hour at designated bus stops along Old Redwood Highway and East Cotati Avenue, to and from activity centers in Cotati, Sonoma State University, and the region.

2.1.4 (cont'd)

- a) As State funding becomes available, and through a city contract with Sonoma County Transit, the City shall continue to provide more frequent bus service when warranted by ridership. The City will review and renew the contract when necessary.
- b) The City shall work with Sonoma County Transit to create an effective Rider Awareness Program that will educate the public on the existing transit systems.

OBJECTIVE 2.2

DEVELOP A SAFE AND EFFICIENT SYSTEM OF BICYCLE AND PEDESTRIAN ROUTES THAT CONNECT NEIGHBORHOODS WITH COMMERCIAL CENTERS, TRANSIT FACILITIES, PARKS, AND SONOMA STATE UNIVERSITY

Policies and Implementation

2.2.1 Establish and maintain clearly identifiable bicycle routes by providing signs and painted lines on the main arterials and collector streets. (See map 4.)

- a) Through a Capital Improvement Program the Public Works Staff shall maintain bikepaths along arterial streets with clearly marked lines and visible signs.
- b) See 2.1.4 (b)

2.2.2 Establish and maintain a network of walkways and sidewalks along arterial and collector streets to provide for safe and efficient travel.

- a) Where appropriate, the City shall use the Street and Highways Code to construct sidewalks. In addition, the City may consider the establishment of a schedule for installing sidewalks along arterial streets, using other funding sources. The City Engineer shall review all plans for sidewalk construction to ensure that existing trees are circumvented by the new sidewalk. Public Works shall ensure that existing trees are properly protected during construction.
- b) In areas where sidewalks and walkways are needed, special assessment of affected property owners may provide the funding for installation.
- c) For all new residential and commercial development, developers shall be required to install sidewalks and walkways. The Planning Department and the Building Inspector shall monitor plans for compliance with these requirements.

2.2.3 New development shall provide the rights-of-way for bicycle and pedestrian facilities.

a) Developers shall be required to dedicate rights of way or provide fees in order to provide bikepaths, sidewalks, and walkways. The Planning Department and Building Inspector shall monitor plans for compliance with these requirements.

2.2.4 Priority shall be given to upgrading and maintaining existing bicycle and pedestrian routes before new routes are established.

a) The City shall prepare a Bicycle and Pedestrian Master Plan which will include a regular maintenance schedule for bikepaths, sidewalks, and walk-ways.

2.2.5 Provide safe and continuous bicycle and pedestrian facilities along East Cotati Avenue.

a) See 2.2.4 (a)

2.2.6 Provide secure bicycle racks in the Hub, future and existing commercial areas, park-and-ride transit facilities, schools, and multiple unit residential developments.

a) Developers shall be required to provide secure bicycle racks in multiple unit and commercial developments. The design review process shall monitor this requirement.

b) See 2.1.4 (b)

2.2.7 Provide curb cuts and ramps at the intersections along Old Redwood Highway and East Cotati Avenue and throughout the community, to serve the needs of the mobility-impaired.

a) Through a Capital Improvement Program the Public Works Department shall install curb cuts at intersections and along Old Redwood Highway and East Cotati Avenue.

b) See 2.1.4 (b)

OBJECTIVE 2.3

PROVIDE ADEQUATE PARKING IN COMMERCIAL AREAS, NEAR COMMUTER TRANSIT FACILITIES, AND IN AREAS DEVOTED TO PROFESSIONAL SERVICE USES TO ELIMINATE SPILLOVER PARKING IN ADJACENT RESIDENTIAL AREAS.

Policies and Implementation

2.3.1 See 2.1.1

2.3.2 Require future commercial development near residential areas to provide adequate on-site parking so that those adjacent areas are not impacted with spillover parking demand.

a) During the plan review process the Planning Department shall prepare, or have prepared, traffic and parking studies for new commercial projects near existing or proposed neighborhoods. These studies shall evaluate the extent of impact from traffic generated by a proposed use and provide adequate mitigation measures. The Planning Department shall monitor the mitigation measures for effectiveness.

2.3.3 Multiple unit residential developments shall provide adequate parking facilities to serve both residents and guests to minimize on-street parking impacts.

a) The City shall amend the Zoning Ordinance to require bicycle racks and parking in multi-family residential developments. The Planning Department shall review and revise the ordinance as necessary.

OBJECTIVE 2.4

PROVIDE CONVENIENT AND SAFE MOVEMENT WITHIN THE CITY BY ESTABLISHING A TRAFFIC-WAY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET IS CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policies and Implementation

2.4.1 Streets shall be maintained on an established rotating schedule based on their life expectancy, with first priority going to the following streets (see map 7):

- i. Redwood Drive (South Santa Rosa Avenue)
- ii. West School Street
- iii. Old Redwood Highway south of the Hub
- iv. Helman Lane
- v. West Cotati Avenue
- vi. Locust Avenue

a) The City shall establish a rotating schedule of street maintenance and pursue those state funds available for assisting the program.

2.4.2 The following intersections, listed in order of importance, are congested or near capacity and should be given a high priority for improvements (see map 7):

- i. Old Redwood Highway and Myrtle/Valparaiso Avenues.
- ii. Old Redwood Highway and East Cotati/West Sierra Avenues.
- iii. Old Redwood Highway and William Street
- iv. Old Redwood Highway and Commerce Avenue
- v. Gravenstein Highway and West Cotati Avenue
- vi. Gravenstein Highway and Madrone Avenue
- vii. Commerce Boulevard and Wilford Lane

a) Through a Capital Improvement Program the City shall upgrade the identified intersections to reduce congestion.

b) See 2.1.4 (b)

2.4.3 The following intersections shall have synchronized traffic signals installed to relieve congestion:

- i. Gravenstein Highway and Redwood Drive
- ii. Gravenstein Highway and Highway 101 south off-ramp
- iii. Gravenstein Highway and Highway 101 north on-ramp

a) Through a Capital Improvement Program, stoplights at the identified intersections shall be installed to reduce congestion.

b) See 2.1.4 (b)

2.4.4 Encourage construction of an on-ramp for north-bound U.S. Highway 101 traffic and an off-ramp for the south-bound U.S. Highway 101 traffic at Railroad Avenue.

a) City staff shall actively promote the Railroad Avenue Highway 101 access with Caltrans.

2.4.5 Realign the U.S. 101 Highway northbound on-ramp.

a) The City staff shall work with Caltrans to obtain necessary permits and funding for a northbound on-ramp to U.S. Highway 101 at the intersection of U.S. 101 and Gravenstein Highway. Said on-ramp shall be designed to align with the existing northbound off-ramp.

GOAL 3 MAINTAIN THE INTEGRITY, SAFETY, AND ENVIRONMENTAL QUALITY OF THE CITY'S RESIDENTIAL NEIGHBORHOODS RELATED TO TRANSPORTATION IMPACTS.

OBJECTIVE 3.1

MINIMIZE NOISE LEVELS AND IMPACTS ON AIR QUALITY RESULTING FROM AUTO AND BUS TRAVEL THROUGH THE CITY IN ORDER TO ENHANCE THE QUALITY OF THE NEIGHBORHOODS.

Policies and Implementation

3.1.1 Reduce the congestion on Old Redwood and Gravenstein Highways in order to maintain a high level of air quality.

a) See 2.1.4

b) Traffic signals shall be installed at congested intersections in order to minimize automobile stacking.

3.1.2 Noise sensitive land uses, such as residential neighborhoods and schools, should be located away from major noise sources unless significant mitigation steps are taken. (See map 3.)

a) Through a permit process the city shall require developers to submit noise mitigation measures for projects proposed in existing noise corridors. The Planning Department will review the mitigation measures for effectiveness and acceptability prior to consideration for city approval.

3.1.3 Require noise barriers (e.g., walls, berms, fences, and setbacks to shield roadways from development) along future roadways, if feasible, to reduce noise levels.

a) The Subdivision Regulation shall be amended to require noise barriers (walls, berms, fences, etc.) around development along future roadways to reduce noise levels.

3.1.4 Local truck traffic, including loading and unloading, shall be limited to specific routes, times and speeds appropriate to each Zoning district.

a) The City Council shall adopt an ordinance which limits truck traffic routes, times, and speeds in areas where it will effectively reduce noise pollution.

3.1.5 The State of California regulations on vehicle noise emission shall be actively enforced.

a) The City shall adopt the State of California model Noise Ordinance.

3.1.6 Rooftop and other mechanical equipment shall be appropriately shielded and/or muffled to control noise emissions to nearby receptors.

- a) The Design Review Committee shall review plans of all new construction to insure compliance.

3.1.7 Stationary construction equipment, such as compressors, shall be located as far away as feasible from sensitive receptors, and shall be shielded. Construction equipment shall be fitted with effective mufflers. The hours for construction operations shall be limited where feasible to the weekdays and to the daytime period.

- a) The Police Department shall actively enforce the hours of construction ordinance.
- b) The Building Inspector shall work with contractors to locate construction equipment as far away from sensitive residential areas as feasible.

OBJECTIVE 3.2

ESTABLISH AND MAINTAIN THE RESIDENTIAL NEIGHBORHOODS AS SAFE, ATTRACTIVE, AND CONVENIENT PLACES TO LIVE.

Policies and Implementation

3.2.1 Maintain the character of existing neighborhoods by restricting the construction of incompatible housing types on vacant lots or redeveloped property.

- a) Through the development review and permit process, the Planning Department shall develop criteria for screening development proposals. The criteria shall include, but not be restricted to, the following:

- i. compatibility with existing development or neighborhoods;
- ii. impact of development to area or existing neighborhoods (traffic, noise, pollution, etc.).

The Planning Department shall review and revise the criteria as necessary.

3.2.2 Locate the medium to high density housing in clusters throughout the community, rather than concentrating them along arterial streets and downtown areas.

- a) The Zoning Ordinance shall be amended to allow a clustering of medium and high density housing throughout the community. The Planning Department shall review and propose revisions to the ordinance as necessary.

3.2.3 Maintain and improve existing community shopping centers.

- a) The Chamber of Commerce shall be encouraged to work with the City to attract more businesses to the Rancho Cotati, Grapevine, and Windmill Shopping Centers.

GOAL 4 HELP CREATE A "SENSE OF COMMUNITY" BY PROVIDING
PUBLIC FACILITIES THAT ENCOURAGE SOCIAL INTERACTION
AND CIVIC PRIDE.

OBJECTIVE 4.1 DEVELOP A PARK AND RECREATION
NETWORK THAT SERVES ALL SEGMENTS
OF COTATI'S POPULATION.

Policies and Implementation

4.1.1 Locate new park and recreation facilities in areas which are accessible and convenient to the community. (See map 6.)

- a) The City shall use the Capital Improvement Program to fund new parks and recreation facilities. The Community Service Commission shall review the program annually.

4.1.2 The City of Cotati shall pursue, where feasible, the shared use of school facilities.

- a) The School District and Cotati shall enter into a Shared Facility Contract allowing Cotati citizens, without user fees, to utilize school facilities as specified in the contract, including types of activities and the responsibilities of the user.

4.1.3 The City shall expand recreational opportunities in the existing facilities to accommodate a wider range of activities for all age groups.

- a) The City shall use the Capital Improvement Program to fund recreation facilities. The Community Services Commission shall review the program annually.

4.1.4 The City shall reserve parkland to meet the recreational needs of future residents established by the City's growth projections.

- a) See 8.4.3

VI

QUALITY OF LIFE



**SAFETY
HOUSING
PUBLIC SERVICES
and FACILITIES**

INTRODUCTION

The Quality of Life segment of the General Plan addresses issues that are vital to the overall enrichment of life in Cotati. Mandatory elements include: housing, safety, and conservation. The public services and facilities is an optional element included in this section.

The goals, objectives, policies and implementation programs in the housing section are based on surveys of the housing stock; the number, types and condition; household characteristics; household income and population trends. The two major sources of information include the previous Housing Element to the General Plan, prepared by John Davis and Associates (attached as an appendix) and a housing analysis prepared by the Sonoma State University Planning Workshop. From this information, projections were made as to the number and types of housing units which will be needed in Cotati in the next 20 years to accommodate both the expected population increase and the diverse needs of various groups. The need for public facilities, safety programs--related to both human-induced and natural hazards--and conservation were identified in the public opinion survey and enhanced with the aim of providing Cotati with a progressive energy conserving General Plan.

Goals and Objectives were formulated which would aid in meeting the projections in a manner consistent with the overall goal of maintaining a small-town image and a unique identity for Cotati. Policies, and programs to implement the policies, were then developed as a practical means of attaining the Goals.

GOAL 5 PROVIDE A WIDE RANGE OF ENERGY EFFICIENT HOUSING OPPORTUNITIES TO SATISFY THE DIVERSE NEEDS OF COTATI'S PRESENT AND FUTURE RESIDENTS.

OBJECTIVE 5.1

PROVIDE AT LEAST 649 NEW HOUSING UNITS IN COTATI BY 2006 AS DELINEATED BY 5-YEAR PERIOD IN THE FOLLOWING CATEGORIES.

		1985-91 UNITS	1991-96 UNITS	1996-2001 UNITS	2001-06 UNITS
<hr/>					
Income Level:	Low	47	29	29	29
	Low-moderate	47	29	30	30
	Moderate	91	54	56	56
	High	40	27	27	27
	TOTAL	225	139	142	143
<hr/>					
Unit Type:	Detached	94	58	59	59
	Duplex	18	12	12	12
	Apartments	35	21	22	22
	Mobile homes	15	9	9	9
	Condominiums	63	39	40	41
Owner Occupied:		147	90	92	93
Renter Occupied:		78	49	50	50
<hr/>					

OBJECTIVE 5.2

PROVIDE ADEQUATE HOUSING FOR ALL INCOME LEVELS THROUGHOUT THE CITY.

Policies and Implementation

5.2.1 Assist private builders and other public agencies to secure and utilize financial and program resources, particularly for low and moderate income and special needs households.

a) In coordination with the County, prepare and maintain a housing assistance inventory, identifying resources for homeowners, renters, landlords, realtors, financial institutions, developers, and builders.

b) Carry out a demand sensitive site analysis of potential assisted housing needs and projects as part of the annual Sonoma County Community Development Block Grant program and Housing Assistance Plan update.

5.2.2 Continually monitor and adapt the city's mobile home, second unit, and inclusionary programs to assure their responsiveness and effectiveness.

- a) Provide a Cotati Residential Development Guide explaining the updated municipal programs, application and review procedures, processing requirements, fees and special programs such as second unit, mobile home, and inclusionary housing.

5.2.3 Respond to the needs of special needs households, particularly female-headed, elderly, and handicapped.

- a) Identify potential sites for elderly housing, owned by non-profit sponsor, to provide 40 units of HUD section 202 for below poverty level housing.
- b) Promote housing retrofit to accommodate handicapped residents as part of the Housing Improvement Program.

5.2.4 Promote awareness of equal housing opportunities and cooperate with other enforcement efforts.

- a) Promote equal housing opportunity through the city's Rent Appeals Board and the Board of Realtors in conjunction with the Sonoma County Rental Information and Mediation Service.

5.2.5 The City shall promote passive solar design for energy conservation in new residential projects.

- a) The Planning Commission, through the Growth Management Program, shall encourage energy conservation.

OBJECTIVE 5.3

DESIGNATE SUITABLE RESIDENTIAL SITES
TO ALLOW ORDERLY GROWTH.

Policies and Implementation

5.3.1 Encourage infill housing on existing sites to take advantage of infrastructure availability and develop a compact urban form, while maintaining the existing rural ambiance.

- a) Review residential sites in the Hub area to determine appropriateness for higher density residential or commercial use, or continuation as low density residential.
- b) Investigate and facilitate the use of city and church-owned sites for residential development.

5.3.2 Identify and pre-plan for annexation of contiguous land to assure adequate future sites.

- a) Establish a residential annexation policy to identify potential housing sites within Cotati's sphere of influence, contact property owners to determine development interest, establish ability to provide urban services, and participate in annexation or pre-zoning.
- b) Develop a long-range annexation and residential re-use policy to assure adequate housing mix and capacity in 1995 and 2005.

5.3.3 Master-plan urban services to existing and potential residential neighborhoods to assure that service extensions occur concurrently with development.

- a) Review existing public infrastructure and service master plans to determine remaining capacities, necessary upgrading, expansion potential and needed new improvements. Calculate a preliminary financing program to extend municipal services to unserved residential land.

OBJECTIVE 5.4

IMPROVE AND CONSERVE EXISTING
HOUSING STOCK AND RESIDENTIAL
NEIGHBORHOODS

Policies and Implementation

5.4.1 Carry out an ongoing code enforcement program to identify rehabilitation needs, provide rehabilitation financing information, and promote home maintenance and conservation.

- a) Develop an integrated City/Fire District code enforcement and fire inspection program to preserve existing housing stock.
- b) Rehabilitate 15 homes to standard condition as part of Sonoma County's Home Improvement Program, using Community Development Block Grant Funds.

GOAL 6 ENHANCE THE QUALITY OF LIFE OF COTATI RESIDENTS THROUGH
THE CREATION AND MAINTENANCE OF WELL-DESIGNED AND
APPROPRIATELY SERVED NEIGHBORHOODS.

OBJECTIVE 6.1

ENSURE THAT ALL NEW RESIDENTIAL
DEVELOPMENT IS COMPATIBLE WITH
ADJACENT LAND USE.

Policies and Implementation

6.1.1 Assure that all residential developments are located near land
uses that would not be visually unaesthetic, noisy or unsafe.

- a) The Zoning Ordinance should be amended as necessary to
assure compatibility of all new residential development with
surrounding land uses. The Planning Department shall monitor
this as part of the Land Use Map update.

OBJECTIVE 6.2

IN APPROPRIATE AREAS NEW
DEVELOPMENT MAY CLUSTER THE
HOUSING UNITS SO AS TO CONSERVE
LIMITED LAND RESOURCES AND ENERGY.

Policies and Implementation

6.2.1 Provide sufficient land which may accomodate low and medium
density housing. (see map 6.)

- a) Amend the Zoning Ordinance as necessary to allow higher
densities in already developed areas where land is available
and suitable for compact housing. The Planning Department can
monitor this as part of the Housing Inventory and Land Use Map
updates.

6.2.2 Evaluate the potential for allowing second units on lots of
6,000 square feet or more, where the character and nature of the
neighborhood would not be altered and where circulation and parking
would not be adversely affected.

- a) Second units shall be allowed on specified lots according to
criteria established by the second unit ordinance, within the
Cotati Land Use Ordinance. The need for such units can be
monitored by the Planning Department as part of the Housing
Inventory and Land Use Map updates.

6.2.3 All new development should conserve land resources and
incorporate energy conserving design features.

- a) The Design Review Committee shall review all proposed
developments to assist in promoting energy and land conserving
designs and site layouts.

OBJECTIVE 6.3

IMPROVE THE CONDITION OF COTATI'S
EXISTING HOUSING STOCK AND MAINTAIN
THE UNIQUE QUALITY OF COTATI.

Policies and Implementation

6.3.1 Encourage the renovation of existing housing stock to preserve the unique character of Cotati.

a) The Design Review Committee shall review all proposed renovations of the existing housing stock. The City staff shall obtain information on assistance programs available through the Sonoma County Community Development Commission, the Sonoma County Housing Authority and any other governmental assistance programs currently available.

6.3.2 Provide for the identification of health and safety deficiencies of housing units at the time of resale.

a) A visual inspection of housing units at the time of resale shall be made available by the Building Department, for an appropriate fee, which shall be determined by the City Council. This inspection will not guarantee the safety or soundness of the units, but it will help to identify those problems which are apparent within said units.

6.3.3 Ensure that rental units are well-maintained and meet code requirements.

a) An information program should be established by the Community Service Commission, working with community and civic groups to ensure that information is available to all property owners regarding rental rehabilitation programs administered by the Sonoma County Community Development Commission.

6.3.4 Ensure that Cotati's housing quality, both rental and owner-occupied, is maintained and enhanced.

a) The City shall continue to provide an information referral service available to all property owners regarding home improvement programs administered by the Sonoma County Housing Authority.

OBJECTIVE 6.4

ENSURE RESIDENTIAL PROJECTS ARE DESIGNED WITH CONVENIENT ACCESS TO COMMERCIAL USES, RECREATIONAL USES, EMPLOYMENT , PUBLIC SERVICES AND OTHER DESTINATIONS THROUGH A COMBINATION OF MOTOR VEHICLE, BICYCLE AND PEDESTRIAN CIRCULATION ROUTES.

Policies and Implementation

6.4.1 Site designs shall minimize paved surfaces and roadway lengths while providing adequate access for normal circulation and emergency vehicles.

a) The Design Review Committee shall review all new developments of 4 or more units to ensure that paved surfaces are kept to a minimum, consistent with safety.

6.4.2 Site design shall minimize vehicular, bicycle and pedestrian conflicts.

a) The Design Review Committee shall review all new developments of 4 or more units to eliminate or minimize, to the extent possible, any conflicts between vehicular traffic and pedestrian traffic.

OBJECTIVE 6.5

NEW DEVELOPMENTS SHALL PROVIDE FOR PRIVATE AND SEMI-PRIVATE OPEN SPACE.

Policies and Implementation

6.5.1 Establish reasonable lot area per dwelling unit requirements.

a) The Zoning Ordinance should be amended as necessary to accommodate flexibility in required lot sizes to provide for open space.

6.5.2 Common open space shall be provided in planned residential communities.

a) The Planning Commission and City Council shall establish criteria for the amount of open space to be required in each planned residential development and the Zoning Ordinance should be amended as necessary.

6.5.3 Common open space that is not City property shall be privately maintained.

a) The Land Use Ordinance shall establish criteria for the maintenance of private open space in all planned residential developments, which maintenance shall be provided by the developer, or appropriate Home Owners Association.

GOAL 7 MAINTAIN A SAFE ENVIRONMENT BY PROVIDING ADEQUATE PROTECTION FROM TRAFFIC, FIRE, CRIME, NATURAL DISASTER AND HAZARDOUS MATERIALS.

OBJECTIVE 7.1 ENSURE THAT ESSENTIAL FACILITIES ARE LOCATED AND DESIGNED SO THAT THEY WILL REMAIN OPERABLE IN THE EVENT OF AN EMERGENCY OR NATURAL DISASTER.

Policies and Implementation

7.1.1 Identify all areas of potential natural hazards and areas of probable greatest jeopardy for each type of disaster and ensure that these areas are developed for hazard-compatible uses. (See map 1)

a) Areas of the City which pose the greatest potential danger from landslides and seismic activity, including liquefaction have been identified (see map 1). Prior to development within these areas, a soils study shall be submitted for review by a qualified soils engineer.

7.1.2 Future sites of public and critical use buildings, shall be in areas of low environmental hazards. (See map 1)

a) Strict adherence to the requirements of the Uniform Building Code shall be required in all areas of the City. Public and Critical Use buildings shall not be located in areas susceptible to potential natural hazards.

7.1.3 Critical facilities in the Cotati Planning Area shall be designed and constructed to withstand the "maximum probable" earthquake and remain in service.

a) Any critical use building shall meet earthquake codes and standards.

7.1.4 The structural integrity of all existing City facilities will be reviewed and those facilities found unsatisfactory will be strengthened.

a) All building codes shall be adhered to so as to provide for maximum safety requirements. The inspection shall be made by the Building Department.

OBJECTIVE 7.2

PROTECT THE CITIZENS FROM
FLOODING, SEISMIC ACTIVITY AND
OTHER NATURAL DISASTERS.

Policies and Implementation

7.2.1 New development shall not compound the potential for flooding.
(See map 2)

a) As part of the permit process, developers shall be required to make hydrological studies for all new developments as required by the City Engineer.

7.2.2 All new developments in the city shall be designed to minimize vegetation removal, soil compaction, and site coverage.

a) Through the Zoning Ordinance, the City shall establish standards to be followed by developers which specify maximum permissible vegetation removal, soil compaction, and site coverage. There shall be on-site inspections by the Building Inspector to ensure compliance.

7.2.3 Adequate drainage and erosion control shall be provided during construction of all new developments.

a) As part of the permit process, developers shall be required to follow drainage and erosion standards established by the City Engineer and Sonoma County Water Agency for all developments. There shall be an on-site inspection by the City to ensure compliance.

7.2.4 Prepare Disaster Preparedness and Safety plans and distribute information to affected residents, businesses, and property owners.

a) An emergency plan shall be developed and updated so that all citizens have access to a community shelter.

b) A public information program shall be developed by the Police Department which will provide all citizens with access to needed information concerning Disaster Preparedness and Safety.

OBJECTIVE 7.3

REDUCE THE POTENTIAL FOR HUMAN INJURY AND
PROPERTY DAMAGE WHICH MAY RESULT FROM
EARTHQUAKE AND OTHER GEOLOGIC HAZARDS.

Policies and Implementation

7.3.1 Identify potential geologically hazardous areas and ensure that these areas have development limits. (See map 1)

7.3.1 (cont'd)

a) The submission of geologic and soils reports shall be required for all new developments. The geologic risk areas that are determined from these studies shall have standards established and be zoned accordingly.

7.3.2 Natural slopes should be maintained and existing vegetation preserved, especially in areas with a slope greater than 15%. (See map 1)

a) Through zoning and the permit process, standards shall be established and applied to those areas with potential erosion and runoff problems due to slope.

7.3.3 Remedial measures are to be employed to reduce erosion.

a) When a change in natural grade or removal of existing vegetation is necessary, appropriate vegetative cover to stabilize slopes and reduce erosion will be required. This shall be accomplished through the permit and design review process.

OBJECTIVE 7.4

MAINTAIN HIGH QUALITY FIRE PROTECTION AND POLICE SERVICES.

Policies and Implementation

7.4.1 Assure adequate staff and equipment in the Fire Protection District to accommodate population growth in Cotati.

a) The City Staff shall work with the Fire Protection District, on a continuing basis, on the review of staffing levels and equipment for said District, in order to ensure an adequate level of Fire Protection service.

7.4.2 Encourage the Fire Protection District to strive to assure a four-minute response time for emergency vehicles.

a) The Fire Protection District shall continue to investigate and recommend procedures for achieving a four-minute response time to all areas of the City, including the feasibility of establishing auxiliary fire stations. The Fire Chief shall be invited to make periodic reports to the City Council.

7.4.3 City streets shall be maintained in such a way so as not to impede emergency vehicles.

a) The Fire Chief and the Police Department shall survey all city streets to assure they are maintained to a degree that

allows emergency vehicles ready access to all parts of the City and report any problems to the Public Works Department.

7.4.4 New development shall be constructed to minimize the risk of fire.

a) The Uniform Building Code and the Uniform Fire Code shall be enforced in a professional manner in order to ensure that all construction utilizes fire resistant materials where required.

7.4.5 All new development shall be served with adequate water for fire protection.

a) As part of the permit process, and before a building permit is issued, the Building Department shall confer with the Fire Protection District in order to determine that there is adequate water for fire protection, consistent with the level of development proposed, as stipulated by the Insurance Services Organization (ISO) and the State Fire Marshall standards.

7.4.6 The Police Department shall have adequate staff and equipment to accommodate population growth in Cotati.

a) An Assessment and Evaluation of the needs of the community shall be made periodically by the Police Chief and City Manager to ascertain means of assuring that the Police staff and equipment are adequate to meet the needs of the community. The Police Chief, through the City Manager, shall made periodic reports to the City Council.

7.4.7 Encourage citizen involvement in activities to reduce the likelihood of crime.

a) A Neighborhood Watch Program should be promoted in conjunction with the Police Department.

OBJECTIVE 7.5

PROTECT CITIZENS FROM DANGERS RELATED TO THE MOVEMENT, STORAGE AND MANUFACTURE OF HAZARDOUS MATERIALS.

Policies and Implementation

7.5.1 Hazardous waste and materials transport shall be restricted in order to minimize risk to the community as much as possible.

a) The City shall issue permits for hazardous waste and materials transport, without which a vehicle carrying such wastes or materials shall not be allowed on any city street. Transport routes and permissible times of day will be

7.5.1 (cont'd)

specified. As part of the permit, each vehicle leaving or entering the city with hazardous wastes or materials shall notify the City Staff of the amount and type of waste or materials being transported and the time of travel.

7.5.2 The amount of hazardous wastes generated shall be regulated.

a) Generators of hazardous waste in the city shall be specifically identified, recorded, and monitored. This shall be accomplished by the City through a hazardous waste ordinance. Each generator of hazardous waste must register with the task force and specifically identify types and amounts of wastes generated. Each generator shall be required to utilize the most feasible techniques available for reducing the amount of waste generated on-site (point-source reduction).

b) The City shall work with the County to implement an area-wide hazardous waste disposal program consistent with the requirement of the Tanner Bill.

OBJECTIVE 7.6

DEVELOP SAFE TRAVEL CONDITIONS FOR ALL MODES OF TRANSPORTATION.

Policies and Implementation

7.6.1 Sites with a high frequency of traffic accidents shall be modified to minimize such occurrences.

a) Through traffic engineering studies, the City Engineer shall evaluate the cause of accidents on these sites. Through the use of available city funds, reduction of speed limits, installation of traffic lights, stop signs, speed bumps, etc., shall be made as appropriate.

7.6.2 A "Level of Service D" shall be maintained at all intersections. (See Appendix for definitions of "Levels of Service" and an Intersection Service Levels analysis of already impacted intersections. See Map 7 for the current Level of Service ratings for these intersections.)

a) Future development shall be contingent upon maintenance of "Level of Service D" at impacted intersections. Through the CEQA process, mitigation measures may be required to maintain the "Level of Service D". These improvements must occur prior to or concurrent with construction.

7.6.3 Bicycle paths shall be established, maintained in good condition and/or repaired, in order to keep bicyclists safe from vehicular traffic. (See map 4.)

a) Transportation Development Act, Article III, funds, and other funds available to the City shall be used to maintain, repair and/or establish bike paths in order to make bicyclists safe from vehicular traffic.

7.6.4 Safe pedestrian paths shall be maintained throughout the community. (See map 4.)

a) The City shall be charged with the responsibility to repair and maintain all public pedestrian paths in the City.

GOAL 8 MAINTAIN ADEQUATE PUBLIC AND PERSONAL SERVICES AND FACILITIES THAT MEET THE MEDICAL, SCHOLASTIC, RECREATIONAL, WATER, AND SEWAGE NEEDS OF COTATI.

OBJECTIVE 8.1

WORK WITH THE SCHOOL DISTRICT TO PROVIDE QUALITY EDUCATION FOR THE YOUTH OF COTATI.

Policies and Implementation

8.1.1 Evaluate potential housing developments for possible school enrollment impacts.

a) Through the California Environmental Quality Act, all new residential development shall be evaluated regarding the impacts of the development on public schools in the area.

b) The Planning Department shall work with the School District to ensure that a high quality of education is maintained by adequately assessing the impacts of new residential construction.

OBJECTIVE 8.2

PROVIDE FOR ADEQUATE SEWER SERVICE.

Policies and Implementation

8.2.1 The City shall work with the Santa Rosa Sub-regional wastewater system and neighboring cities to assist in the maintenance of an adequate sewage treatment and disposal system for the region.

a) The City shall coordinate Cotati's sewage system with other municipalities and the County (Santa Rosa, Rohnert Park, Sebastopol, and Sonoma County) to bring about more efficient and effective solutions for the affected region.

8.2.2 Ensure sewage system capacity is adequate to match the rate of development.

a) In conformance with the Sub-regional waste water system and the Sewer Use Ordinance, and through the permit process, prior to development, an assessment will be made of the nature of the effluent and the expected demand on the sewage system. The Planning Department and the City Engineer shall be responsible for assuring that the assessments are made.

OBJECTIVE 8.3

PROVIDE AN ADEQUATE SUPPLY OF
CLEAN, FRESH WATER.

Policies and Implementation

8.3.1 Septic tanks shall not contaminate the water supply in Cotati.

a) Water quality tests shall be performed as needed by the Sonoma County Health Department on all properties with on site septic disposal systems. These tests shall include bacteriological tests to identify the type and determine the levels of bacteria present.

8.3.2 Ensure the water system is adequate to match rate of development.

a) Through the permit process, prior to development, an assessment shall be made of the expected impact on the water system. The Planning Department and the City Engineer shall be responsible for assuring that the assessments are made.

OBJECTIVE 8.4

NEW DEVELOPMENT SHALL NOT
UNNECESSARILY BURDEN EXISTING
PUBLIC SERVICES AND FACILITIES.

Policies and Implementation

8.4.1 The City shall approve development only in those areas where adequate city facilities are available or will be provided by the development.

a) The City shall develop a Public Services Master Plan which charts the extension of city services and facilities (present and expected). This shall be based on land uses proposed in the General Plan.

8.4.2 Maintain development fees at a sufficient level to finance infra-structure costs.

a) The Planning Commission and City Council shall evaluate the degree of impact a development will have on the City's infrastructure. The

8.4.2 (cont'd)

City Council shall ensure that appropriate impact fees and assessments are levied accordingly.

8.4.3 Public land for parks shall be provided at the rate of one acre of parkland per 200 residents (1:200). (See existing and proposed parks table.)

a) The Planning Department shall tabulate population increases generated by all new residential development; the City shall ensure that the parklands identified are developed accordingly.

b) The Community Services Commission and Planning Department shall work aggressively with the City Council to recommend the acquisition of additional park land in order to reach and maintain the City standard of one acre of park land to 200 residents (1:200).

OBJECTIVE 8.5

CHILDCARE OPPORTUNITIES SHALL BE
ENCOURAGED

Policies and Implementation

8.5.1 Facilitate the location of private preschools and all-care centers, especially those that operate year-round.

a) The City shall cooperate with those wishing to establish such private centers by assisting in the location of appropriate sites. These sites may be located in industrial or commercial centers, as a Conditional Use.

OBJECTIVE 8.6

ENCOURAGE HEALTH CARE FACILITIES AND SERVICES
FOR ALL CITIZENS.

Policies and Implementation

8.6.1 Supplemental health programs and services shall be established and maintained.

a) The City shall work with the County Health and Mental Health Departments to investigate the most effective means of establishing general psychological, counseling, senior, and mobility-impaired services.

8.6.2 The City shall provide training programs to the public in emergency health care such as first aid and cardiopulmonary resuscitation.

a) The City shall work with the providers of Emergency Services

8.6.2 (cont'd)

(Ambulance Services, Fire District, and Police) on an on-going basis to ensure the availability of first aid and cardiopulmonary resuscitation.

8.6.3 Establish a referral service system providing information on substance abuse and related programs.

a) The City Staff shall maintain a referral program which will match people desiring help with the appropriate programs available in the county.

GOAL 9 PROMOTE CONSERVATION OF ENERGY AND OTHER NATURAL RESOURCES.

OBJECTIVE 9.1 ACHIEVE A HIGH LEVEL OF ENERGY EFFICIENCY IN ALL NEW BUILDINGS AND IN MODIFICATIONS OF EXISTING ONES.

Policies and Implementations

9.1.1 Require minimum energy conserving measures in site layout, construction, space conditioning, and lighting in new development.

a) The Zoning Ordinance shall be reviewed to consider minimum energy conserving standards for setbacks, building heights and vegetation. The Design Review Committee shall monitor adherence to these regulations.

b) The Building code shall be amended to include a requirement that all new pools be solar heated. Adherence to this regulation shall be reviewed by the building permit/plan check process.

c) Through the permit process the Building Inspector shall strictly enforce the state energy consumption standards.

9.1.2 Promote use of alternative energy sources in new development.

a) By City Council Resolution all new City facilities shall be built to meet or exceed state energy consumption standards, including the use of passive solar design and solar heated hot water. Adherence to this resolution shall be reviewed in the building permit/plan check process.

b) Amend the Zoning Ordinance to include density bonuses and Floor Area Ratio bonuses for residential developments that are designed to rely on passive solar heating and cooling. This shall be monitored through the Design Review Committee approval process.

OBJECTIVE 9.2

LAND USE DESIGN FEATURES SHALL MAXIMIZE ENERGY CONSERVATION.

Policies and Implementation

9.2.1 Ensure protection of solar access.

a) The Zoning Ordinance shall be amended to protect rooftop and southern exposure solar access for all new developments. The Design Review Committee shall review plans to ensure compliance.

9.2.2 Street layout and design shall minimize use of pavement in order to reduce cooling energy needs.

a) The Subdivision Regulations shall be amended to include standards for City streets that minimize width, subject to safety service requirements, and require a primarily east-west orientation of streets in new developments, where feasible. The Design Review Committee shall review plans for compliance.

b) The Zoning Ordinance shall be amended to include provisions for alternative parking lot surfaces, e.g. turf block, where appropriate. The Design Review Committee shall review plans for compliance.

9.2.3 A deciduous tree program that does not interfere with solar access, and is located on the park strip, shall be required in all new development.

a) The Subdivision Regulations shall be amended to require that new streets, or developments along existing streets, include an approved shade tree program. The Design Review Committee shall review plans for compliance.

b) Applications for single family homes shall require participation in this program.

9.2.4 Encourage private sector participation in tree planting.

a) The City shall adopt a landscape and tree ordinance that will give preference to native and drought tolerant species and which includes guidelines and standards to preserve and protect historic trees. The Planning Department shall review and revise as necessary.

b) The City Council shall establish, with the help of civic and social groups, and in conjunction with local nurseries, an annual tree planting day.

9.2.5 All new development shall be contiguous with existing development.

a) The General Plan shall not allow development beyond the Sphere of Influence indicated on Map 5. The Planning Department in their plan check process shall ensure this is followed.

OBJECTIVE 9.3

ENHANCE COTATI'S MICRO-CLIMATE.

Policies and Implementation

9.3.1 Encourage widespread use of trees as windbreaks and maximize the effects of cooling westerly winds.

a) The Design Review Committee in their Plan Review process shall encourage the use of trees for windbreaks and wind channelling in new development.

9.3.2 Minimize use of pavement and utilize deciduous trees to help reduce summer temperatures.

a) See 6.4.1

b) See 9.2.3

9.3.3 Encourage the development of well-located green open spaces.

a) Amend the Subdivision Regulations to include specifications for type and amount of open space within new developments. The Planning Department in their plan check process shall ensure this is followed.

OBJECTIVE 9.4

ALLOW APPROPRIATE NON-RESIDENTIAL ACTIVITIES IN RESIDENTIAL AREAS.

Policies and Implementation

9.4.1 Mix residential and commercial uses in appropriate areas. (See map 6).

a) Home Occupations are to be permitted in residential areas, provided they do not alter the residential character of the neighborhood. All applications for Home Occupations will be reviewed through the business license process.

b) Amend the Zoning Ordinance to include a requirement that mixed office, retail, and residential uses are permitted as a conditional use in appropriate areas. Adherence to the requirement shall be reviewed by the Planning Department plan check process.

9.4.2 Ensure compatibility of non-residential uses with the neighborhood.

a) The Zoning Ordinance shall contain guidelines for Home Occupations, including permitted occupations, number of employees, hours of operation, advertising, storage facilities, affect of traffic flow, parking and noise. Adherence to the requirement shall be reviewed by the Planning Department through the Home Occupation Conditional Use Permit Process.

OBJECTIVE 9.5 REDUCE CONSUMPTION OF NATURAL RESOURCES.

Policies and Implementation

9.5.1 Promote water conservation among residential and commercial water users.

a) The Public Works Staff shall establish a water consumption budget for each type of structure depending on size and use, and maintain two rates for water consumption, with a significantly higher rate for those customers exceeding their established budget, and a lower rate for those using less water. Adherence to this shall be monitored by the Public Works billing department.

b) The City Engineer shall develop a guide on appropriate re-use and conservation of water. This guide shall be madereadily available to residents through local commercial outlets, City Hall, senior centers, churches, and through local school curriculum.

9.5.2 Drought-tolerant and native plants shall be encouraged for use in landscaping.

a) Amend the Subdivision Regulations and Design Review Criteria to include a list of drought-tolerant and native plants appropriate for use in Cotati. Adherence to this list in new development and other projects requiring design approval will be reviewed by the Design Review Committee.

9.5.3 Layout and design of future development shall be such that the use of transportation modes other than automobiles and trucks shall be feasible and practical.

a) The Subdivision Regulations shall encourage alternative modes of transportation within new subdivisions. Adherence to the regulations shall be monitored by the Design Review Committee.

9.5.3 (cont'd)

b) The Subdivision Regulations shall be amended to require residential developments of 15 units and more to provide for the inclusion of transit stops. Adherence to the regulation shall be monitored by the Design Review Committee.

c) The Zoning Ordinance shall be amended to require new commercial and industrial developments to provide safe and practical bicycle storage facilities when appropriate. Adherence to this will be reviewed by the Design Review Committee.

9.5.4 Promote the continuation of the City-wide recycling program.

a) The City shall work with the refuse collection contractor to continue an effective recycling program of glass, paper, aluminium and possibly plastic.

b) The City's contractor shall be responsible for periodic press releases which remind residents about the recycling program.

c) The City shall work with the refuse collection contractor to provide a higher level of recycling service for multiple family projects.

9.5.5 Reduce solid waste by 25% by 1995 and 50% by the year 2000.

a) The City shall work with the solid waste refuse collector to implement a program for separating solid waste materials into recyclable and non-recyclable.

b) The City shall work with the solid waste refuse collector to implement a compost program for organic materials.

c) The City shall undertake a solid waste reduction education program.

VII

ECONOMIC VITALITY



SAFETY
LAND USE
CIRCULATION
CONSERVATION

INTRODUCTION

The Economic Vitality Section of the General Plan addresses the strengths and weaknesses of Cotati's economy. The importance of the local economy and its impact on the short and long-term future of Cotati has been increasingly apparent to the City Council and the community for some time. The City Council and the community were both involved in development of an Economic Development Action Plan and Implementation Strategy in 1986. The findings of this study form the basis for the Goals, Objectives and Policies of this section. The elements found within this chapter include land use, circulation, conservation and safety.

The "HUB" (i.e., that area within the name streets hexagon) presents both a complex problem and a unique opportunity for economic growth. The Hub has a mix of existing uses, including commercial, single-family, and multiple family. The existing major thoroughfares (Old Redwood Highway, East Cotati Avenue, and West Sierra Avenue) carry both local and non-local destination traffic, and effectively fragment the Hub into sub-areas. The result diminishes the use of the Hub as a community focal point. Any decision regarding the future of this area involves evaluating a complex matrix of land use, transportation and design elements.

The Hub also presents an opportunity in that by its unique configuration, it defines the community by giving the City a center, a downtown. Through proper planning the Hub can be a tremendous economic resource for the City. This should be accomplished through a Specific Plan for the Hub area. This plan would evaluate the Hub on a parcel by parcel basis, as well as the traffic circulation patterns within the Hub. Development of design criteria for Hub would also be an integral part of this Specific Plan.

The Industrial Avenue area, currently zoned M-1 and M-2, will be rezoned to allow for light industrial uses on the south part of the street and commercial uses on the north half of the street. The existing concrete batch plant should be relocated to another location. An innovative land use in this area would be the possible establishment of a commuter depot, which would serve a future light rail/bus line linking Santa Rosa to San Francisco.

GOAL 10 ESTABLISH AND MAINTAIN A HEALTHY LOCAL ECONOMY THAT INCLUDES A DIVERSITY OF COMMERCIAL AND INDUSTRIAL ENTERPRISES WHICH WILL PROVIDE GOODS, SERVICES AND EMPLOYMENT OPPORTUNITIES TO COTATI'S RESIDENTS AND WHICH WILL BE CONSISTENT WITH THE COMMUNITY'S SMALL-TOWN IMAGE.

OBJECTIVE 10.1 ENCOURAGE THE DEVELOPMENT OF A HEALTHY INDUSTRIAL SECTOR.

Policies and Implementation

10.1.1 The City shall pursue an aggressive industrial marketing campaign.

a) Working with the Chamber of Commerce and others, the City shall identify and publicize industrial parcels available for development.

10.1.2 The City shall work with industrial property owners to maintain competitive prices for industrial property.

a) The City shall offer special assessment districts to extend utilities to industrial properties as a means of limiting the costs of improvements.

b) The City of Cotati Redevelopment Agency shall evaluate and possibly participate in the cost of public improvements for industrial projects within the Redevelopment Project Area.

10.1.3 The City shall ensure that no industrial use poses a threat to the security of the population or to the property values of the community.

a) Through the California Environmental Quality Act, staff shall evaluate each proposal to determine the scope of potential environmental impacts and potential mitigation measures.

OBJECTIVE 10.2 ENCOURAGE AND STRENGTHEN THE COMMERCIAL SECTOR WITHIN THE CITY.

Policies and Implementation

10.2.1 The City shall encourage the growth of new commercial enterprises within appropriately zoned areas while maintaining the stability of the existing commercial businesses.

10.2.1 (cont'd)

a) The City of Cotati Redevelopment Agency shall evaluate and possibly participate in the cost of public improvements for commercial projects within the Redevelopment Project area.

b) As funds become available, the City of Cotati Redevelopment Agency shall evaluate and possibly offer low interest rehabilitation loans to existing businesses.

10.2.2 The City shall ensure that no commercial use poses a threat to the security of the population or to the property values of the community.

a) In conformance with State Law, the City shall, through the Zoning Ordinance and Conditional Use Permit process, carefully review and regulate future outlets of alcoholic beverages, particularly those establishments which sell both gasoline and alcoholic beverages.

GOAL 11 ESTABLISH THE INNER HUB AREA AS A PRINCIPAL
RETAIL AND SERVICE CENTER.

OBJECTIVE 11.1 PROMOTE SMOOTH TRAFFIC FLOW IN THE HUB AREA
THAT MINIMIZES CONGESTION.

Policies and Implementation

11.1.1 The City shall have prepared a Specific Plan for the Hub, to evaluate land use, traffic circulation, and building design.

a) Development within the inner Hub shall be held to a minimum until such time as a Specific Plan can be completed.

b) The Specific Plan shall encourage mixed use development of under-utilized parcels in the Hub area.

11.1.2 Provide sufficient funds for anticipated traffic improvements.

a) An Assessment District shall be formed wherein all business activities (present and future) will contribute funds needed for improvements to city streets, sidewalks and traffic control devices within the district.

b) New businesses may be assessed Traffic Impact Fees based on the projection of their incremental impact on local traffic conditions. The City Council will evaluate the adequacy of fees set to achieve City traffic goals.

11.1.3 Evaluate Hub traffic patterns in order to promote the most efficient movement of traffic, while maintaining the "small town" image.

a) A traffic study shall be included in the Specific Plan which shall provide recommendations for efficient traffic movement in the Hub area.

11.1.4 Decisions on individual site uses in the Hub shall consider potential impacts on the Hub and on collector and arterial streets.

a) The Planning Department will require all projects to submit estimates of traffic volumes to and from their site, the size and type of vehicles (i.e., multi-axle vehicles or automobiles) and how the volumes of traffic will be distributed throughout the 24 hour day. The Planning Commission will review the data and its cumulative impact on city streets as part of the approval process.

11.1.5 Provide safe walking areas for pedestrians, allow safe on-street parking and provide adequate street width for fire safety vehicles in the Hub.

a) The proposed Hub Specific Plan shall evaluate pedestrian traffic patterns, on-street parking and adequate street width for emergency vehicles.

11.1.6 Install new traffic control devices as needed within the Hub area.

a) A traffic study shall be included in the specific plan which will identify sites and/or types of traffic control devices.

OBJECTIVE 11.2

INSURE THAT ADEQUATE PARKING IN THE HUB AREA IS AVAILABLE.

Policies and Implementation

11.2.1 Provide off-street parking behind existing and new businesses.

a) The City shall pursue the adoption of a resolution forming a Parking Assessment District (PAD) whose charge shall be:

- i. delineate the boundary served by the PAD;
- ii. set an annual fee on parcels within the district prorated by size of parcel;
- iii. survey business owners in the Hub to determine if areas behind existing businesses can be developed for off-street parking;
- iv. work with the owners of the businesses served by that area to implement improvements;

11.2.1 (cont'd)

b) The City Council shall appoint members to the PAD as follows: two council members, one planning commission member, one design review committee member, and three property owners in the district. The PAD will work with the Planning Department which will report to the City Council semi-annually.

c) The Design Review Committee will promote parking which provides access to side streets serving the Hub area in order to keep entrances and exits onto Old Redwood Highway to a minimum. Land use diagrams of neighboring parcels will indicate if the interior land can join with neighbors to provide parking spaces or provide street access for interior space. The Planning Commission shall review recommended plans for development in the Hub area for provision of adequate parking.

OBJECTIVE 11.3

ESTABLISH A DOWNTOWN CHARACTER WHICH PRESERVES THE HISTORICAL "OLD TOWN" FEELING OF THE HUB AND PROMOTES NEW DEVELOPMENT WHICH IS COMPATIBLE IN SCALE WITH EXISTING STRUCTURES.

Policies and Implementation

11.3.1 The Specific Plan shall establish uniform design standards for the Hub area including street lighting, street furniture and pavement surface materials.

a) Review the Zoning Ordinance for the Hub area and institute height limitations that reflect the "human scale" as it relates to the bulk of the building, setbacks in residential and business areas and sidewalk widths (including possible sidewalk cafe areas). The Planning Commission shall see that projects conform to these standards.

b) The Design Review Committee shall develop standards for exterior building designs (to include a theme(s) for buildings), indicate exterior materials and texture desired, compatible color design, sidewalk textures and curbing, landscaping themes for residential and commercial areas, types of street furniture, planters, and fixtures consistent with the overall Hub theme. All development plans shall be reviewed by the Planning Commission to check for the consistency of these standards.

11.3.2 Commercial signs shall be consistent in style with building structures and the sign size shall be in proportion to the building, consistent with street safety and visual aesthetics.

a) The City shall amend the Sign Ordinance to include guidelines and standards enhancing the visual environment and to promote consistency within the community. The City Council shall review and revise the ordinance as they deem necessary.

11.3.3 Develop an architectural theme that will guide future development, rehabilitation and expansion of existing structures in the Hub.

a) The proposed Specific Plan shall establish consistent themes of architecture and land uses within the Hub area. The Planning Commission will review all applications for buildings to insure that these designs conform with the stated purposes of the Specific Plan.

11.3.4 Design and maintain a pedestrian environment in the Hub area to enhance business sales, increase ease of movement across streets, and improve ambiance.

a) The proposed Specific Plan shall design the Hub area to provide for the following: easy access to business, sidewalks along business frontages, safe passage from inner to outer Hub, safe nightlighting, rest areas for shoppers, residents and visitors, landscaping to create a small-town "Main Street" feeling, shade trees in leisure areas, and safe crossing of arterials.

11.3.5 Preserve existing structures with designated historical value.

a) The City Council shall review the existing Historical Preservation Survey to determine its applicability. The City shall designate specific properties and structures that will help preserve the historical atmosphere in Cotati.

OBJECTIVE 11.4

ESTABLISH A FUNCTIONAL AND AESTHETICALLY PLEASING ENVIRONMENT TO PROMOTE HIGHER RESIDENTIAL DENSITIES IN THE OUTER HUB.

Policies and Implementation

11.4.1 Establish walkways within residential developments and sidewalks along one side of existing streets in the inner and outer Hub for the use of residents and shoppers.

a) An Assessment District designated by the City will use monies to extend pedestrian walkways within the Hub area.

11.4.2 Complete the bicycle paths in the downtown Hub area and provide bicycle racks adjacent to stores therein.

a) The Planning Department will recommend to the City Council safe routes for the completion of bicycle paths and designate areas for the placement of bicycle racks.

OBJECTIVE 11.5

BUSINESSES WHICH SUPPORT THE NEEDS OF COTATI'S YOUNG ADULTS, STUDENTS, AND FAMILY GROUPS SHALL LOCATE IN THE HUB.

Policies and Implementation

11.5.1 Entertainment establishments and facilities catering to young families will be located throughout the Hub area.

a) The Specific Plan shall include a study which will develop a plan of incentives that will promote the kinds of development that will attract families (e.g. playground, theater) to the downtown. Plans will be submitted to the City Council for review.

11.5.2 Hold community festivals (such as jazz concerts, art shows, craft fairs, and energy forums) in La Plaza Park.

a) The City and the Chamber of Commerce shall continue to work together to devise plans to promote various festivals and community events which are unique to Cotati. The La Plaza Park or the inner Hub area shall be the focal point of these festivals.

11.5.3 Promote speciality shops in the Hub around La Plaza Park (such as boutiques, small gourmet shops, health food stores, children's apparel, computer service shops, unique ethnic restaurants).

a) The Chamber of Commerce and City Staff will develop a program for an advertising campaign to promote the unique characteristics of the Cotati Hub.

VIII

COMMUNITY IDENTITY



HOUSING
LAND USE
OPEN SPACE
CIRCULATION
URBAN DESIGN
CONSERVATION
SCENIC HIGHWAY

INTRODUCTION

The basis for the Community Identity section rests in the recent and predicted growth of Sonoma County (and particularly Rohnert Park) and the subsequent loss of a visual identity for the City of Cotati amidst this fast-growing region.

As Sonoma County grows, Cotati needs to develop a theme that will help establish its own visual identity. Consequently, this Community Identity section has been developed around Cotati's most unique aspect, the Hub.

The small town atmosphere, the dynamic mix of urban amenities with rural openness and the unique Hub area were all prominent concerns derived from a Public Opinion Survey conducted in the Fall of 1985.

Based on the inventory of problems and opportunities concerning the visual environment, goals and objectives were developed which address the need for a unique character for Cotati.

The Community Identity section encompasses only the visual environment and consists of four goals. The first regards Cotati's separate identity; the second regards the preservation of natural amenities (protection of the natural visual environment); the third regards the theme for the Hub, also discussed in Goal 11; and the fourth regards the design of future development.

In the Community Identity chapter, land use, open space, conservation, circulation and housing are required by State law; but the optional elements of scenic highways and urban design are also included.

Cotati has always had a primarily rural atmosphere, in part because of the agricultural and rural lands surrounding the City on the south and west. Within the community itself there are areas which are considered scenic resources. In addition, the areas to the south and west of the community, both in and out of the existing sphere of influence, serve an important function by providing a visual break from Petaluma and Penngrove to the south and Sebastopol to the west. It is essential that communities preserve their individual identities by maintaining open space, known as the community separator, between communities.

Open space is defined as any parcel or area of land or water which is essentially unimproved and devoted to the preservation of natural resources, managed production of resources, outdoor recreation, scenic beauty or health and safety. Cotati has long been appreciated for the scenic beauty of its rolling hillsides. This resource is primarily responsible for the rural atmosphere felt by both its residents and those passing through. The City of Cotati

General Plan has included both of these subjects, scenic resources and community separators, as key components of the Open Space element.

Though the physical appearance--the aesthetics--of a community are only marginally addressed in General Plan elements, they are nonetheless a crucial aspect of any community. They give a town its distinction, its function as a separate entity, separate from its neighboring communities. The visual aspects of a community provide a sense of place and are what cause people to remember the town when they leave.

The ultimate purpose of this Community Identity element is to help Cotati's city officials and concerned citizens make decisions concerning the visual implications of growth.

GOAL 12 MAINTAIN COTATI'S IDENTITY SEPARATE FROM SURROUNDING COMMUNITIES.

OBJECTIVE 12.1

ESTABLISH AND MAINTAIN VISUAL BREAKS BETWEEN COTATI AND ROHNERT PARK, COTATI AND PETALUMA, AND COTATI AND SEBASTOPOL.

Policies and Implementations

12.1.1 Street signs in the City of Cotati shall have a Hub logo.

a) The Public Works Department shall install Hub logos on all existing street signs.

b) Development fees will be used to provide new street signs with the Hub logo on future roadways.

12.1.2 A City Limit "Welcome to Cotati"/"You are now leaving Cotati" sign shall be installed at all principal entry/exit points of the City.

a) The Planning Department shall develop a unique design for the signs, to be approved by the City Council and Planning Commission.

b) Installation of the signs shall be funded through the budgetary process.

12.1.3 The area around the "Welcome to Cotati"/"You are Now Leaving Cotati" signs shall be landscaped with native plants, trees and flowers.

a) Development fees shall be used for the installation of the landscaping.

b) Redwood trees should be planted at all principal entry/exit points to signify Cotati's borders, particularly at the Rohnert Park-Cotati border along East Cotati Avenue.

12.1.4 Fast growing trees (native plants) and a pedestrian path shall be created along the creek northeast of Wilford Lane between East Cotati and Commerce Avenues.

a) Development fees, in lieu fees and dedications shall be used to implement this policy.

12.1.5 Preserve agricultural use on lands designated as rural within the City of Cotati land use map, primarily in the western and southern sections of the City.

12.1.5 (cont'd)

- a) City staff will work with the County of Sonoma to discourage parcelization and/or land divisions within the City of Cotati Sphere of Influence.

12.1.6 Establish areas of community separators for preservation of open space adjacent to the western and southern boundaries of the City of Cotati. (see map #10)

- a) City staff will work in cooperation with County Planning staff to discourage parcelization and/or development within the areas designated as community separators. (See Map #10)

GOAL 13 PROTECT THE INTEGRITY OF THE NATURAL, VISUAL ENVIRONMENT OF COTATI, FOR ITS AESTHETIC AND CULTURAL VALUE.

OBJECTIVE 13.1

COTATI'S SCENIC NATURAL RESOURCES SHALL BE PRESERVED AND DEVELOPMENT ADJACENT TO THESE RESOURCES SHALL BE VISUALLY UNOBTRUSIVE AND ENVIRONMENTALLY COMPATIBLE.

Policies and Implementations

13.1.1 Open space land shall be protected from development. (See map 10).

- a) The City Planning Department shall work with the Sonoma County Planning Department to ensure that environmentally sensitive lands in the Cotati sphere of influence are zoned appropriately as agricultural preserves, parks, and other limited development or recreational uses.

13.1.2 Encourage infill housing.

- a) Through the Growth Management Program priority shall be given to infill projects and emphasis shall be placed upon the use of higher residential densities with infill projects.

13.1.3 All future development of residential lands shall be contiguous to urban development and clustered development shall be given preference to preserve a sense of openness within the town.

- a) The Planning Department shall incorporate guidelines in the Zoning Ordinance for clustering in new developments. The Planning Department and the Planning Commission shall review subdivision applications, encouraging conformance to these guidelines.

13.1.4 Cotati's creeks and other biotic resources shall be protected from erosion, pollution and filling.

a) Through the environmental review process, developments will be prohibited that erode, pollute or fill creeks, or significantly impact other biotic resources. The Planning Department shall review plans to ensure adherence to this regulation.

13.1.5 Culverts and other types of stormwater swales discharging into Cotati's creeks shall be designed to prevent erosion of the natural bed and bank material.

a) Public Works Staff, working with the Sonoma County Water Agency and the City Engineer, shall determine which facilities are in need of repair and establish a timetable to complete the work. Public Works shall monitor the swales which flow into the creeks to ensure erosion is not a problem.

13.1.6 Protect Cotati's ridgelines (hill tops and steep hillsides) from erosion, slope failure and development.
(See map 1).

a) The Zoning Ordinance shall be amended so as to prohibit development of structures extending above the perceived skyline of the hills. The Design Review Committee shall monitor compliance.

13.1.7 Commercial and industrial development in scenic resource areas shall be prohibited. (See map 11).

a) The Zoning Ordinance and Design Review criteria shall be amended to include specifications for design, materials, colors and engineering techniques appropriate for the aesthetic values of Cotati's unique scenic resource areas. The Design Review Committee shall, through the review process, monitor adherence to the regulations.

13.1.8 Development involving earth-moving shall not take place where excessive disruption of drainage patterns or excessive runoff will result.

a) For all new development on hillsides, specific measures on erosion control shall be taken (e.g. berms, interceptor ditches, terraces, sediment traps) by the developer, as required and determined by the City Engineer.

13.1.9 Preserve the topography of Cotati's hills by prohibiting unnecessary leveling/grading activities prior to site-building on hillsides where development is permitted (less than 10% grade).

13.1.9 (cont'd)

a) The Municipal Code shall be amended to include engineering standards for hillside residential development to permit the use of "cut and fill" grading only if it facilitates clustering, maximum open space and the preservation of the existing visual quality of Cotati's hillsides. The Planning Department and City Engineer shall review plans to ensure adherence to this code.

13.1.10 Recognize the role of the County General Plan in the preservation of Cotati's scenic resources.

a) The Planning Department shall evaluate all proposals involving County land, within or adjacent to our Sphere of Influence, to ensure adequate preservation of open space and scenic resources.

13.1.11 Preserve existing scenic resources both inside and outside of the Cotati City limits as resources critical to Cotati's community identity and character.

a) City staff will work with the County of Sonoma to discourage parcelization and/or land divisions with the City of Cotati Sphere of Influence.

b) Work with Sonoma County Planning staff to discourage any industrial and commercial development in these areas.

13.1.12 Urban open space is essential to maintaining a high quality of life within our City limits.

a) The Design Review Committee, Planning Commission and Planning staff will review all projects to maximize design features preserving a sense of open space.

b) The staff will review the possibility of adding passive use park space.

c) The Planning staff will work with property owners willing to set up land trusts within the City limits.

OBJECTIVE 13.2

IMPROVE THE VISUAL CHARACTER ALONG
COTATI'S TRANSPORTATION ROUTES.

Policies and Implementations

13.2.1 Site lay-out, fencing and materials used on lots adjacent to scenic roads shall be consistent with the natural character of the such roads.

13.2.1 (cont'd)

a) The Design Review Criteria shall be prepared to include comprehensive design standards (including setback of buildings, fences, landscaping requirements, pedestrian/bicycle paths, parking bays, width of lanes) for scenic roadways in Cotati. The Design Review Committee will monitor compliance with design standards for all improvements and new construction.

b) City Council shall hold local public meetings in conjunction with the General Plan standards for scenic residential roads to allow neighborhoods situated along a proposed scenic residential road to provide input on its status.

13.2.2 An annual spring cleaning of streets, gutters and creeks in Cotati shall be organized and encouraged.

a) City Council shall establish an annual spring clean-up day and shall cause the distribution of timely information on the annual spring cleaning.

13.2.3 Improve the landscaping along Cotati's roads.

a) The Planning Commission shall establish a priority list of locations for additional landscaping where needed along Cotati's streets and highways.

13.2.4 All walks and paths, if surfaced, shall be surfaced with non-reflective material of a type and color compatible with the natural setting.

a) Design Review Criteria shall be prepared to indicate which materials are suitable in order to create an attractive and identifiable pedestrian/bike system. The Design Review Committee will review compliance.

13.2.5 All street furniture (bus stops, receptacles, benches, lighting, signs, plant boxes) shall, whenever visually appropriate, harmonize with materials used in structures on the site and shall be of a color that is compatible with the natural setting.

a) Design Review Criteria will specify which materials, colors, textures, etc., shall be applied. Where appropriate, redevelopment funds shall be utilized to finance the visual improvements of public street furniture. The Design Review Committee will monitor compliance with this criteria.

13.2.6 Billboards shall not be permitted.

a) The Zoning Ordinance shall be amended to prohibit billboards and most types of off-site signs, consistent with State Law. The Planning Department will monitor compliance.

13.2.6 (cont'd)

b) All signs, for the City of Cotati, shall require permits.

13.2.7 Signs in Cotati shall be visually pleasing.

a) The Zoning Ordinance shall contain criteria to control on- and off-site signs and shall specify dimensional standards. Materials and colors shall be reviewed and approved through the Design Review process. The Planning Department will monitor compliance and review the ordinance through a sign-permit process.

OBJECTIVE 13.3

PUBLIC UTILITIES SHALL BE LOCATED UNDERGROUND.

Policies and Implementations

13.3.1 New power lines and drainage facilities shall be constructed underground.

a) The City shall continue to require the undergrounding of all utilities and drainage facilities in new developments.

OBJECTIVE 13.4

ENHANCE COTATI'S PRESENT LANDSCAPING IN A VISUALLY PLEASING AND ENERGY-EFFICIENT MANNER.

Policies and Implementations

13.4.1 Continue a no tree cutting policy throughout Cotati, except when a permit has been obtained.

a) The Zoning Ordinance shall include a tree ordinance which pertains to safety, tree-disease and (private) hardship considerations. The City Staff will monitor through a tree cutting permit process.

b) The City shall undertake a citywide notification program to notify the citizen's of Cotati and tree surgeons doing business within the city limits on the City's tree cutting policy.

13.4.2 Landscaping in parking areas shall be designed to achieve visual screening, while maintaining the ability of the Police Department to provide adequate security.

a) Through the use of public funds, where available, provide for the screening of public parking areas through the use of trees, shrubs,

13.4.2 (cont'd)

berms and evergreen plants. The Planning Staff shall work with the Police Department to ensure that the landscaping will not inhibit the ability of the Police Department to provide adequate security.

GOAL 14 ESTABLISH THE HUB AS THE PRINCIPAL SOCIAL AND CULTURAL CENTER OF THE COMMUNITY.

OBJECTIVE 14.1 MAINTAIN PUBLIC ART AND ENCOURAGE THE DEVELOPMENT OF NEW ARTWORKS BY REGIONAL ARTISTS.

Policies and Implementations

14.1.1 Depict local history through the use of murals.

a) The City Council shall designate possible sites around the community that are suitable for murals. The designation of mural sites shall be integrated into the planning process for the redevelopment of the Hub area.

14.1.2 Create a large map which emphasizes the unique characteristics of Cotati and its environs.

a) The subject map should orient people to the community and indicate transportation routes, park and recreation network, and areas of cultural interest.

OBJECTIVE 14.2 PRESERVE HISTORICALLY AND ARCHITECTURALLY SIGNIFICANT STRUCTURES AND SITES.

Policies and Implementation

14.2.1 Locate individual structures and sites of local historical value and signify them with a plaque or some marker.

a) The City Council may solicit funding from state, federal and other sources in order to preserve designated sites throughout the community and especially around the Hub.

b) An attempt shall be made to persuade owners of property around the Hub to invest in restoring their buildings through the possible use of tax, zoning, or redevelopment incentives.

14.2.2 Whenever renovation or new construction is undertaken in archaeologically or historically sensitive areas, an archaeologist shall be consulted.

a) Any artifacts uncovered can be collected into a display within City Hall in which all Cotati memorabilia can be publicly shown.

OBJECTIVE 14.3

LANDSCAPING SHALL BE USED TO AID
ENERGY CONSERVATION AND CREATE A
PLEASANT AMBIANCE IN THE HUB.

Policies and Implementation

14.3.1 Plant and maintain deciduous native trees interspersed with conifers along Old Redwood Highway in such a way that the deciduous trees will eventually arch over the street in sections but will not obstruct views or the visual sightlines along the street.

a) See 9.2.4a

14.3.2 Improve and maintain landscaping around commercial areas such as the Grapevine Shopping Center in order to minimize the "heat island" effect, provide shade, soften the harshness of such commercial areas, and create a more leisurely ambience.

a) Redevelopment funds shall be used to finance a public tree-planting project.

14.3.3 Plant a combination of deciduous native and coniferous trees and more flower beds consisting of native flowers, if possible, so that there is a continuous show of flowers throughout the year in La Plaza Park.

a) Redevelopment funds will be used to pay for the acquisition of trees and flowers for the park which Public Works Staff will plant and maintain.

GOAL 15 FUTURE DEVELOPMENT SHALL COMPLIMENT COTATI'S HISTORIC HUB AND SMALL TOWN IMAGE.

OBJECTIVE 15.1

IN THE HUB, NEW DEVELOPMENT AND MODIFICATIONS OF EXISTING DEVELOPMENT SHALL BE RUSTIC AND HUMAN SCALE IN APPEARANCE.

Policies and Implementation

15.1.1 Off-street parking shall be situated to emphasize a pedestrian orientation and street frontages shall be complemented with street furniture and landscaping.

a) The Zoning Ordinance shall be amended to require off-street parking be located to the rear of the parcels and require front yard setbacks, where appropriate. The Design Review Committee shall insure all developments meet these standards.

b) Within commercial zones, Design Review Criteria shall be prepared which includes comprehensive standards for landscaping and street furniture in front yard setbacks. The Design Review Committee shall insure all developments meet these standards.

15.1.2 The design of new structures in the Hub shall be compatible with the rustic style of the Hub by proper use of building materials.

a) The Design Review Criteria for the Hub shall be prepared to include illustrated examples of materials and design features appropriate (e.g. stucco treated with an exaggerated texture) and inappropriate (e.g. highly reflective surfaces, trademark-type buildings) for use in the Hub. The Design Review Committee shall insure that all new development in the Hub meets these standards.

OBJECTIVE 15.2

NEW DEVELOPMENT THROUGHOUT COTATI SHALL BE OF QUALITY DESIGN IN KEEPING WITH THE SMALL TOWN IMAGE.

Policies and Implementation

15.2.1 Mechanical Equipment should be screened from public view.

a) Design Review Criteria shall be prepared to include sample illustrations and criteria for screening rooftop and ground level mechanical equipment (e.g. Satellite TV dishes, telephone and electrical boxes, heating, cooling and ventilating systems,

15.2.1 (cont'd)

and trash sites, etc.) The Design Review Committee shall insure all development plans include specifications that meet these requirements.

15.2.2 In order to promote quality designs, there shall be a bi-annual award to the finest developments within the previous year.

a) The City Council shall establish a set of criteria, categories and method of judging, by which they recognize annually the Best Designs in Cotati. A Cotati Beautification Awards Committee shall be established to recommend developments eligible for consideration of this award.

15.2.3 The natural paths of creeks should not be disrupted as a consequence of development.

a) Channelization of creeks shall be prohibited unless deemed necessary for flood control in already developed areas. The Planning Department and City Engineer shall monitor all plans for development to insure compliance.

b) Design Review Criteria shall be prepared to require that creeks, trees, views and features unique to the site be preserved and incorporated into design proposals. The Design Review Committee shall insure that new development meets this criteria.

15.2.4 All site developments, except in rural-residential areas, shall include landscaping in order to enhance the small town atmosphere.

a) Outdoor lighting, trash receptacles, fencing and seating space should be carefully considered as integral elements of the landscape and should be included in, and shown on, all landscape plans. The Design Review Committee shall insure that new development proposals meet this criteria.

b) Landscaping should utilize plant materials in a logical and orderly manner to define spatial organization, relate buildings and other structures, incorporate various site elements, promote consistency throughout the development, and be scaled to site structures. All landscaping shall be adequately maintained. The Design Review Committee shall insure that new development meets these landscaping requirements.

15.2.5 Future commercial and industrial development shall be designed with a pedestrian orientation.

a) Within commercial zones, the Design Review Criteria shall be prepared to require separate vehicle access and pedestrian pathways within the internal site plan of new developments. The Design Review Committee shall insure that all new developments meet this criteria.

15.2.6 Parking lots shall be landscaped so as to create a pleasant visual site adjacent to streets and commercial areas.

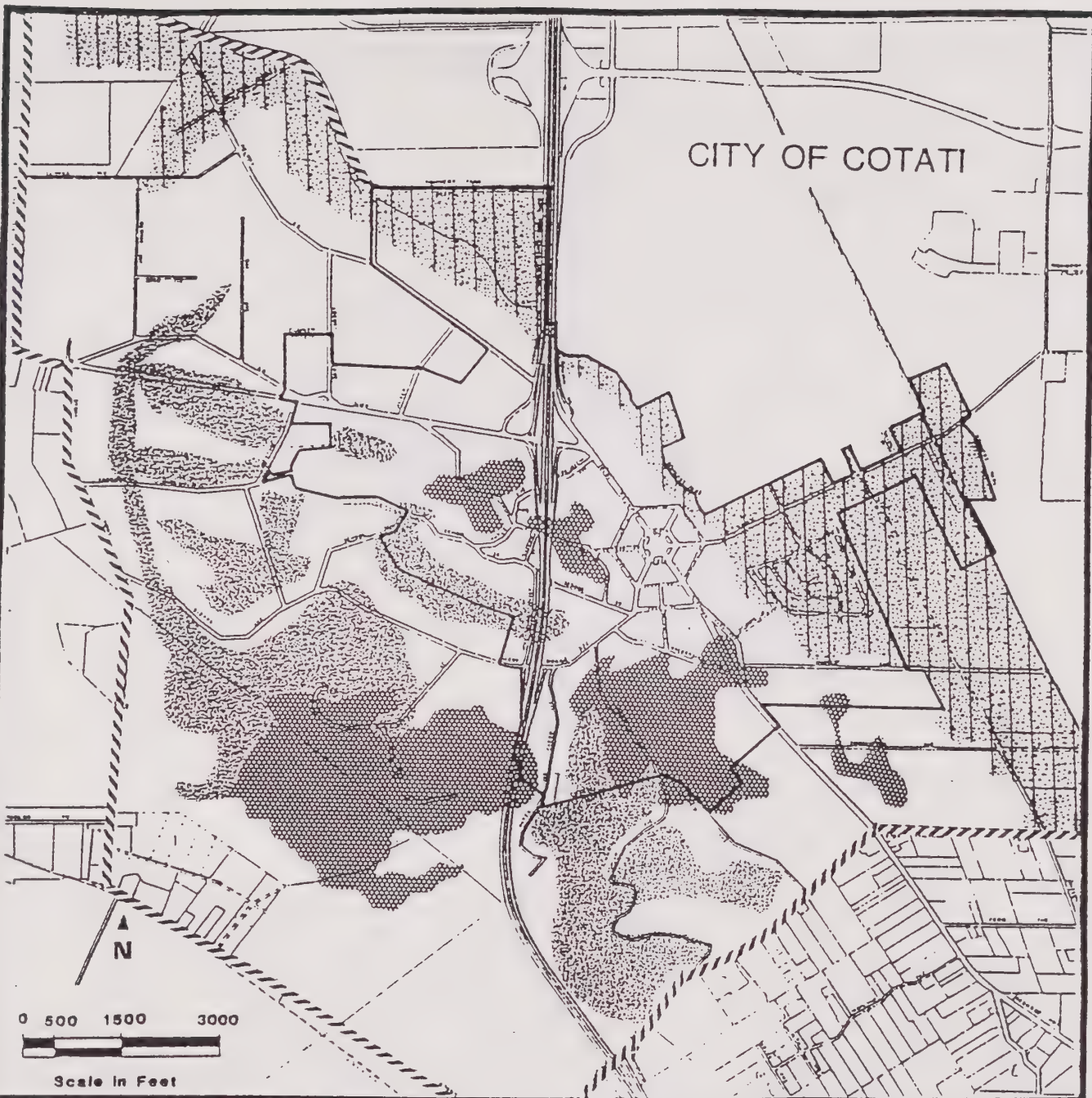
a) The Zoning Ordinance shall be amended to specify criteria for landscaping parking areas. The Design Review Committee shall insure that new development meets these standards.

APPENDIX

CITY OF COTATI
GENERAL PLAN

MAP INDEX

1. Environmental Constraints
2. Flood Plain
3. Noise Corridor
4. Bicycle Path and Walkway
5. Sphere of Influence
6. Land Use
7. Transportation Improvements
8. Public Transportation
9. Origin and Destination
10. Community Separator
11. Scenic Resources
12. Proposed Housing by District



LEGEND



Areas Subject
to Liquefaction



Slopes Ten to
Fifteen Percent



Slopes Greater than
Fifteen Percent

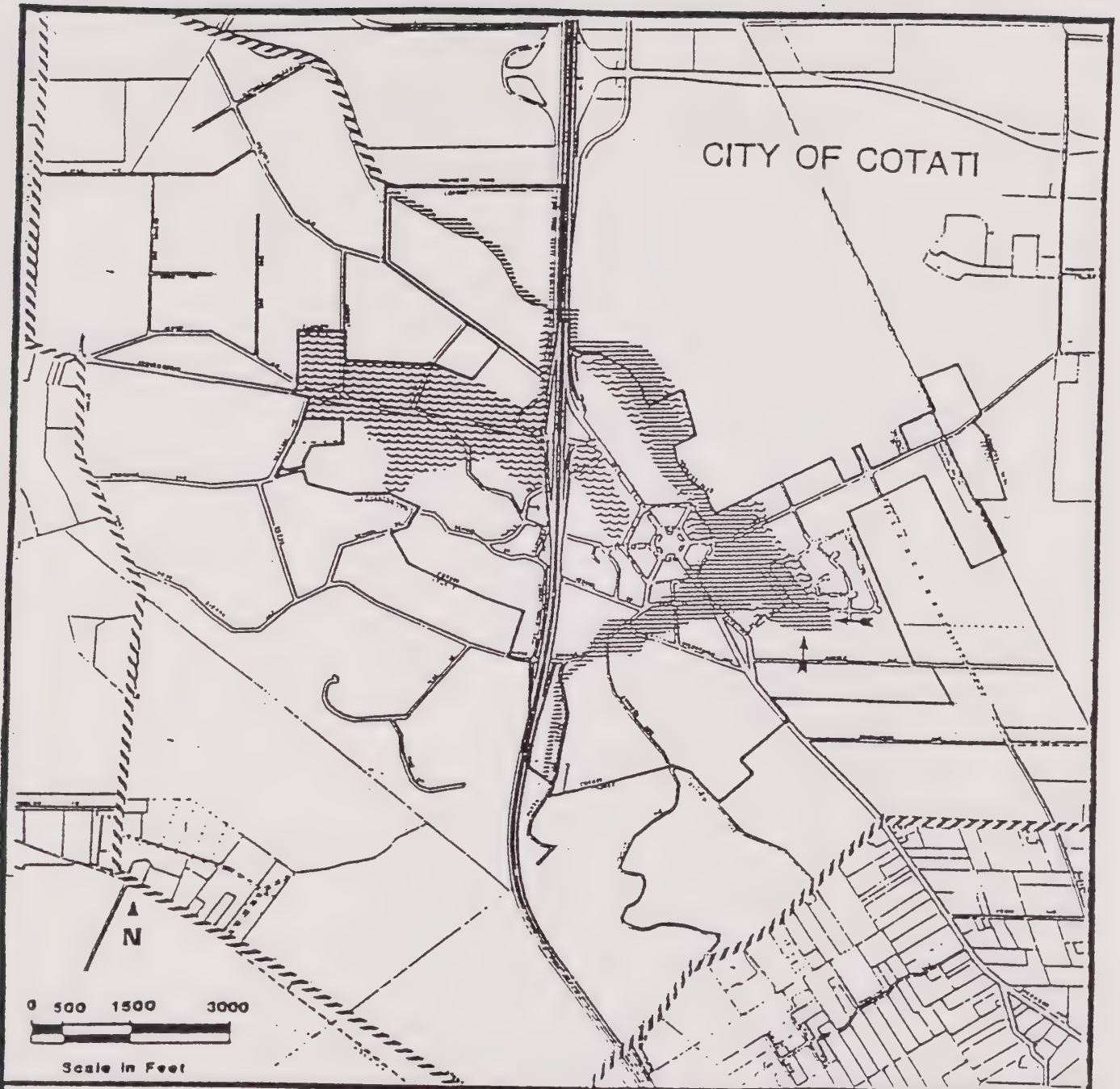
City Limits

Sphere of Influence

PREPARED BY CITY OF COTATI PLANNING DEPARTMENT 1987

SOURCE U.S. DEPARTMENT OF AGRICULTURE
10K SURVEY: SONOMA COUNTY CA 1977

MAP 1 ENVIRONMENTAL CONSTRAINTS



LEGEND



100 Year Floodplain



500 Year Floodplain



Limit of Detailed Study



City Limits

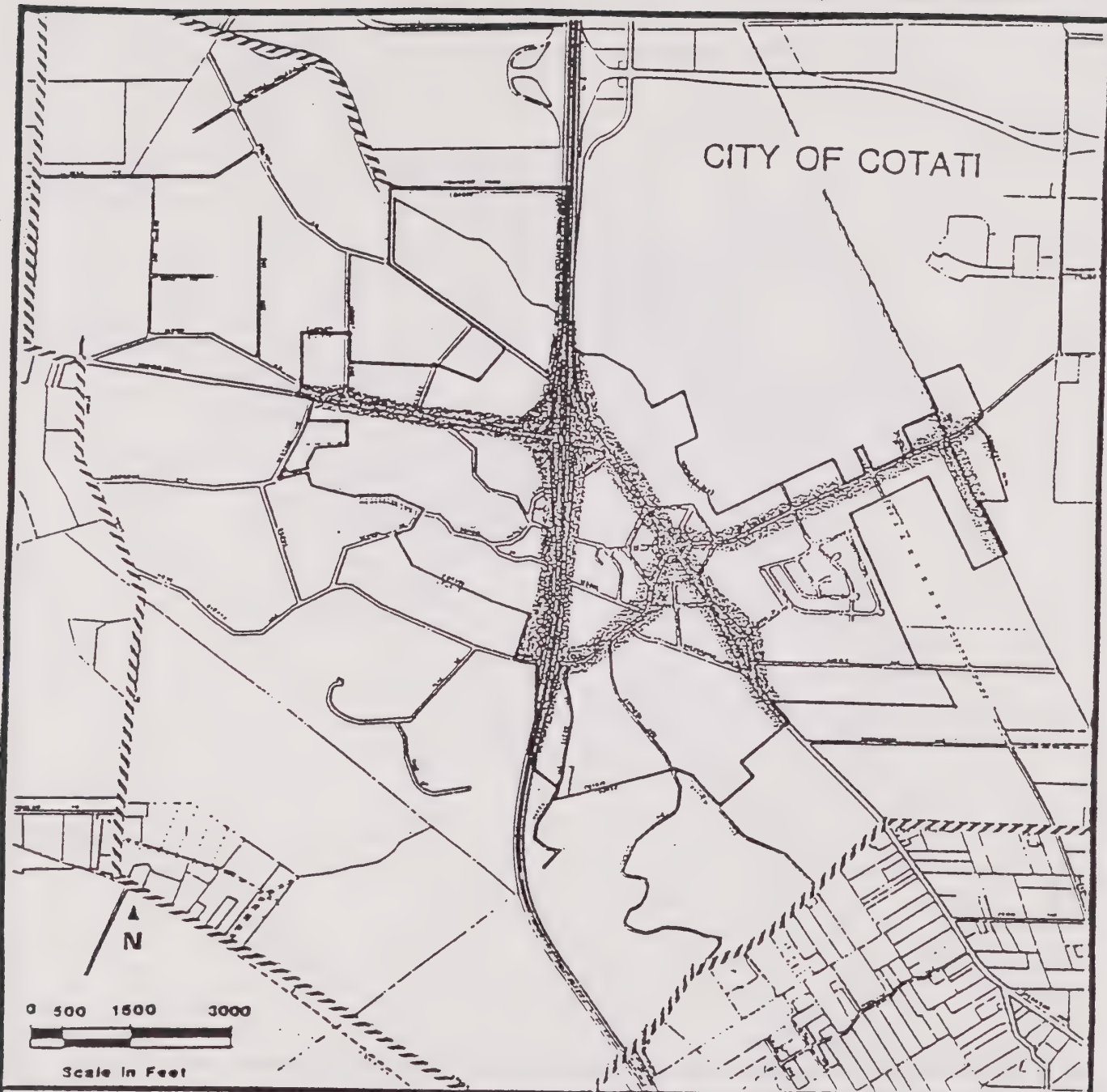


Sphere of Influence

SOURCE: U.S. DEPT. OF HOUSING AND URBAN DEVELOPMENT
FLOOD INSURANCE RATE MAP
COTATI, CA. APRIL 14, 1988

PREPARED BY CITY OF COTATI PLANNING DEPARTMENT 1988

MAP 2 FLOODPLAIN



LEGEND

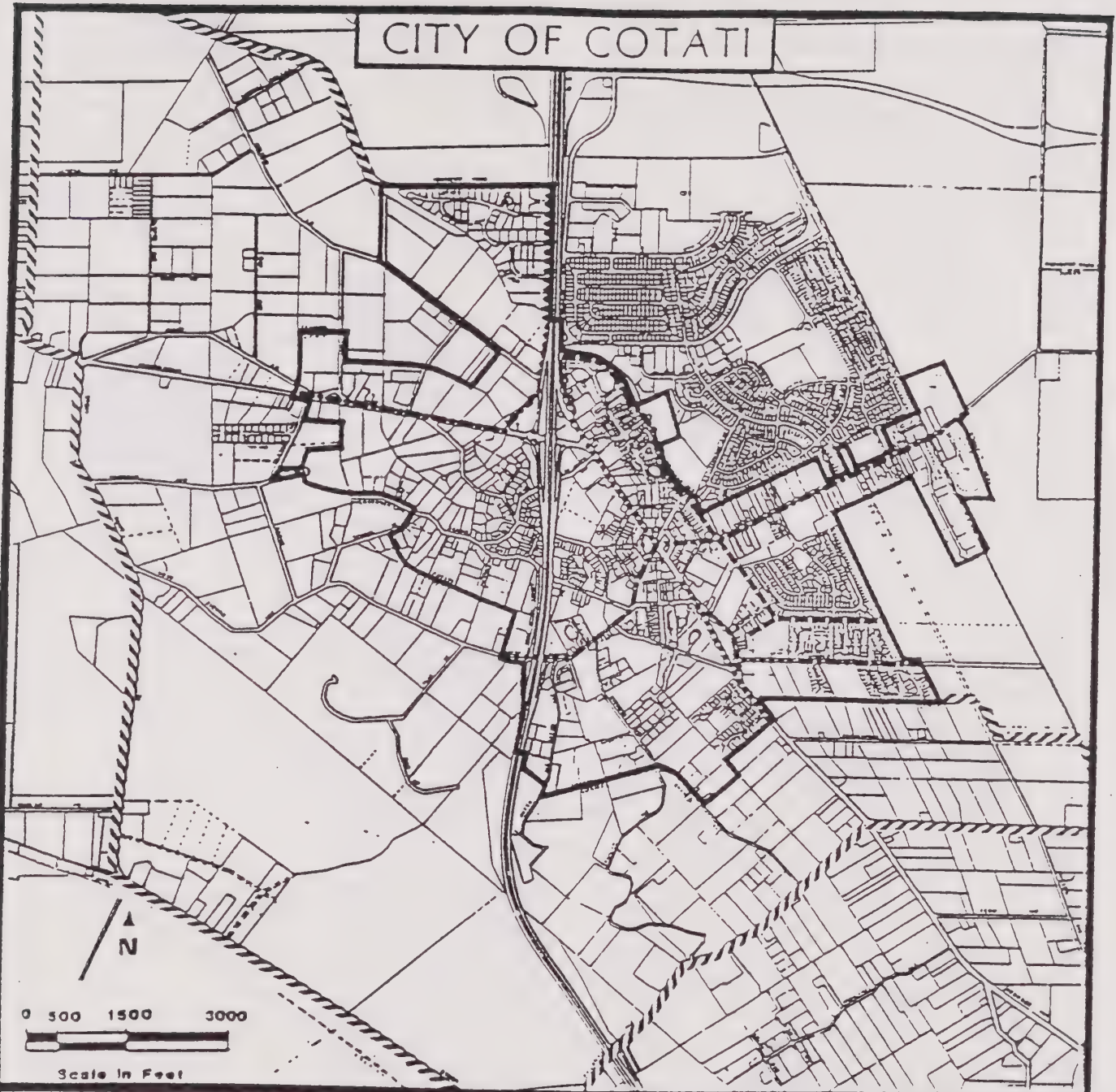


Existing Noise Corridors

City Limits

Sphere of Influence

CITY OF COTATI



LEGEND



Existing Bicycle Paths
in Good Condition



Existing Bicycle Paths
in Need of Repair



Existing Bicycle Path
on One Side of Street



Existing Walkway

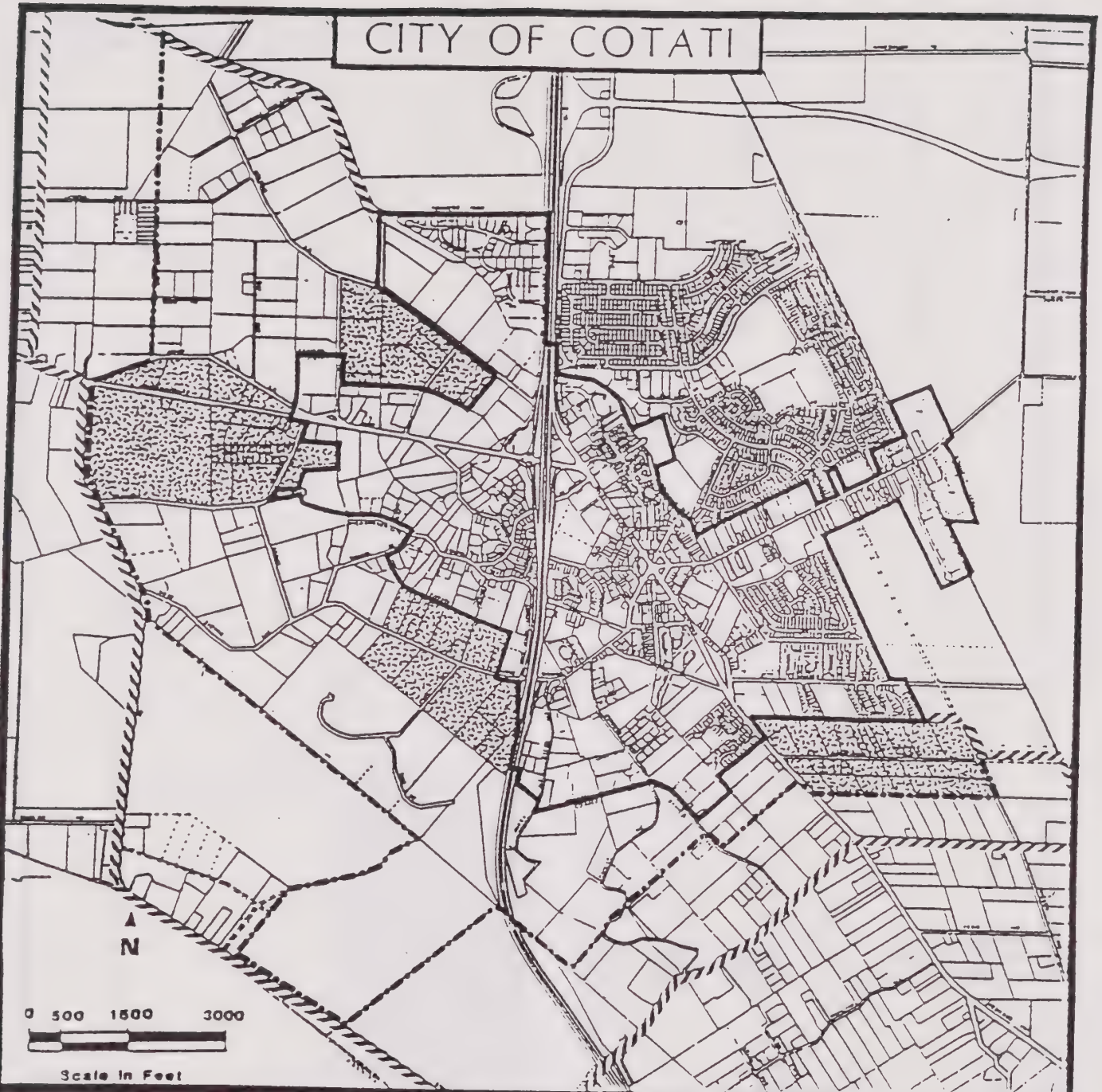
City Limits

Sphere of Influence

PREPARED BY CITY OF COTATI PLANNING DEPARTMENT 1997

MAP 4 BICYCLE PATH AND WALKWAY MAP

CITY OF COTATI



LEGEND



Urban Limit Line



Areas to be Annexed

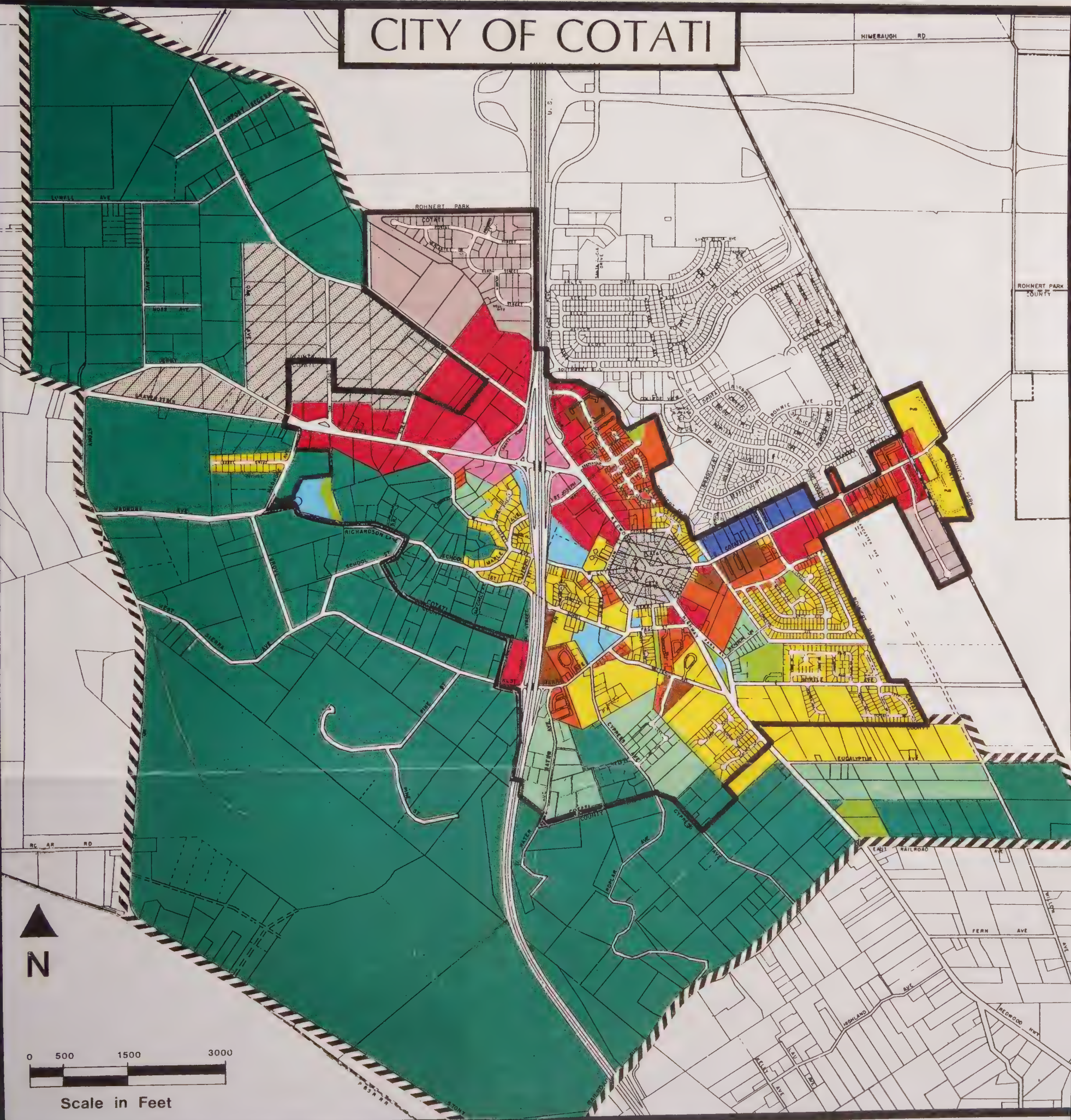
City Limits

Sphere of Influence

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MAP 5 URBAN LIMIT MAP

CITY OF COTATI






LEGEND



RESIDENTIAL

-  Rural
-  Low Density
-  Low-Medium Density
-  Medium Density
-  High Density






COMMERCIAL

-  General Commercial
-  Highway Commercial
-  Office

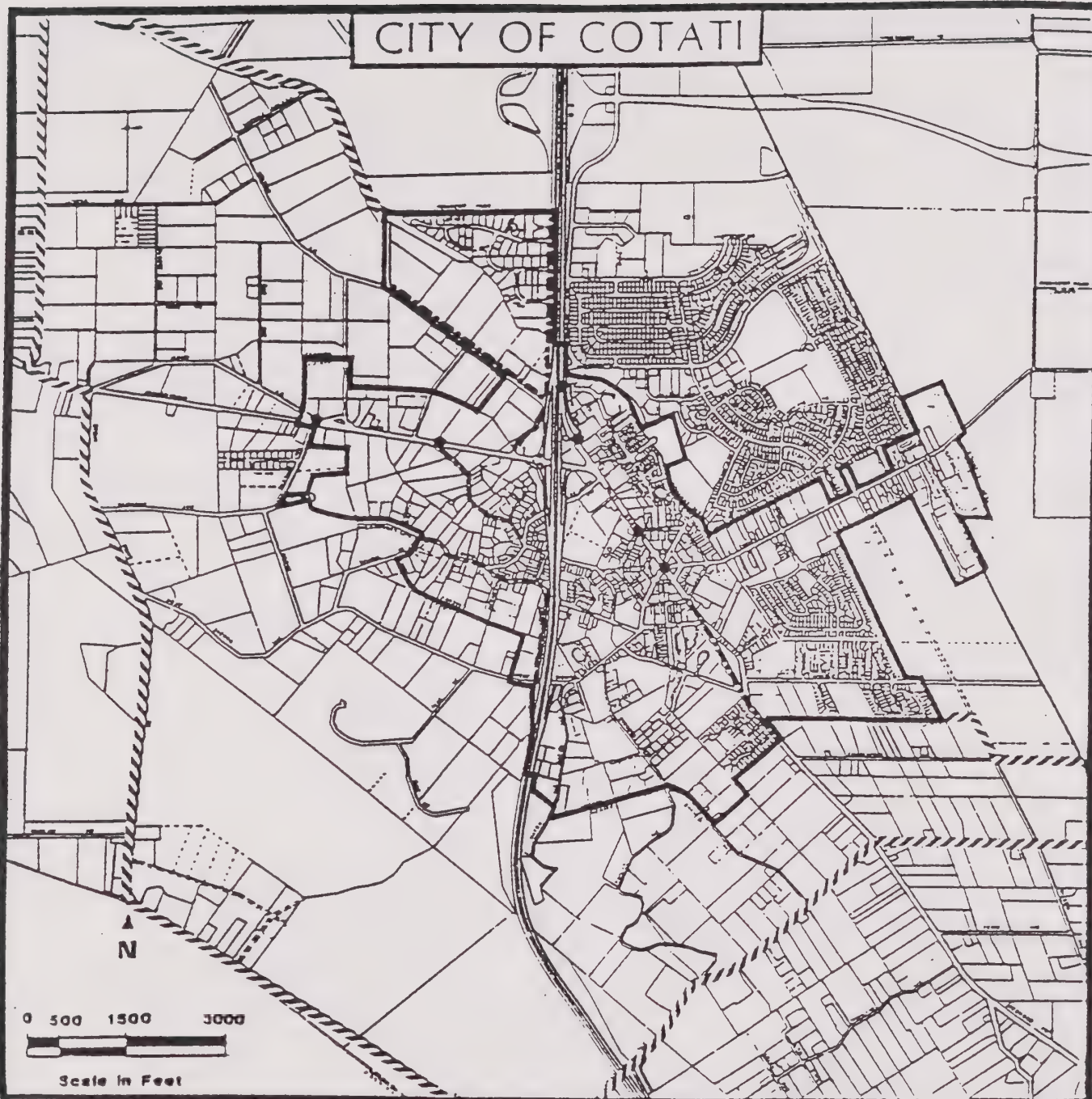
INDUSTRIAL

-  General Industrial
-  Commercial/Industrial

PUBLIC

-  Parks
-  Public Facilities
-  SPECIFIC PLAN AREAS
-  City Limits
-  Sphere of Influence

CITY OF COTATI



LEGEND



Streets to be Improved



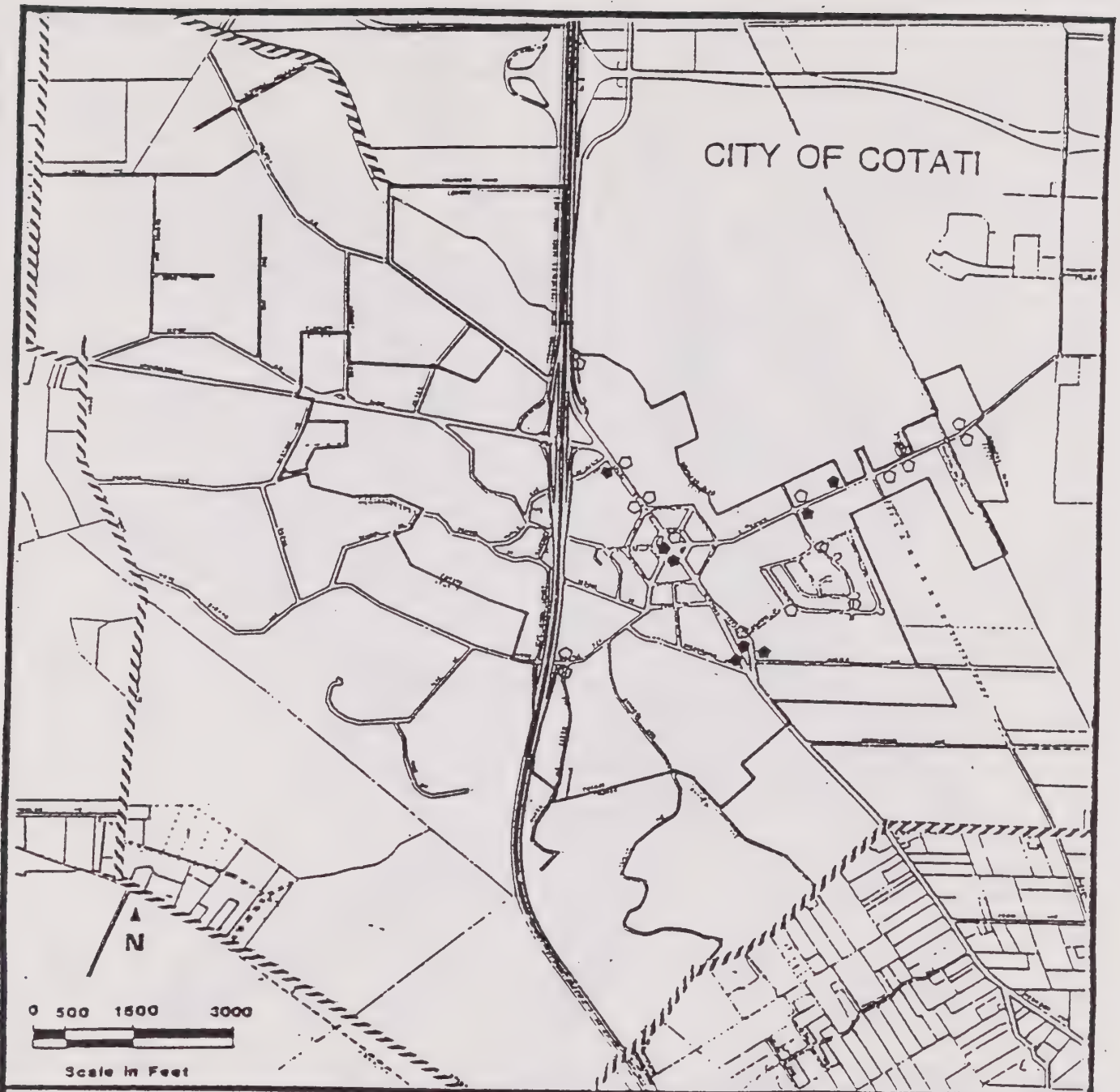
Congested Intersections

— City Limits

/// Sphere of Influence

PREPARED BY CITY OF COTATI PLANNING DEPARTMENT 1997

MAP 7 TRANSPORTATION IMPROVEMENT MAP



LEGEND



Bus Stops With Shelter



Bus Stops Without Shelter

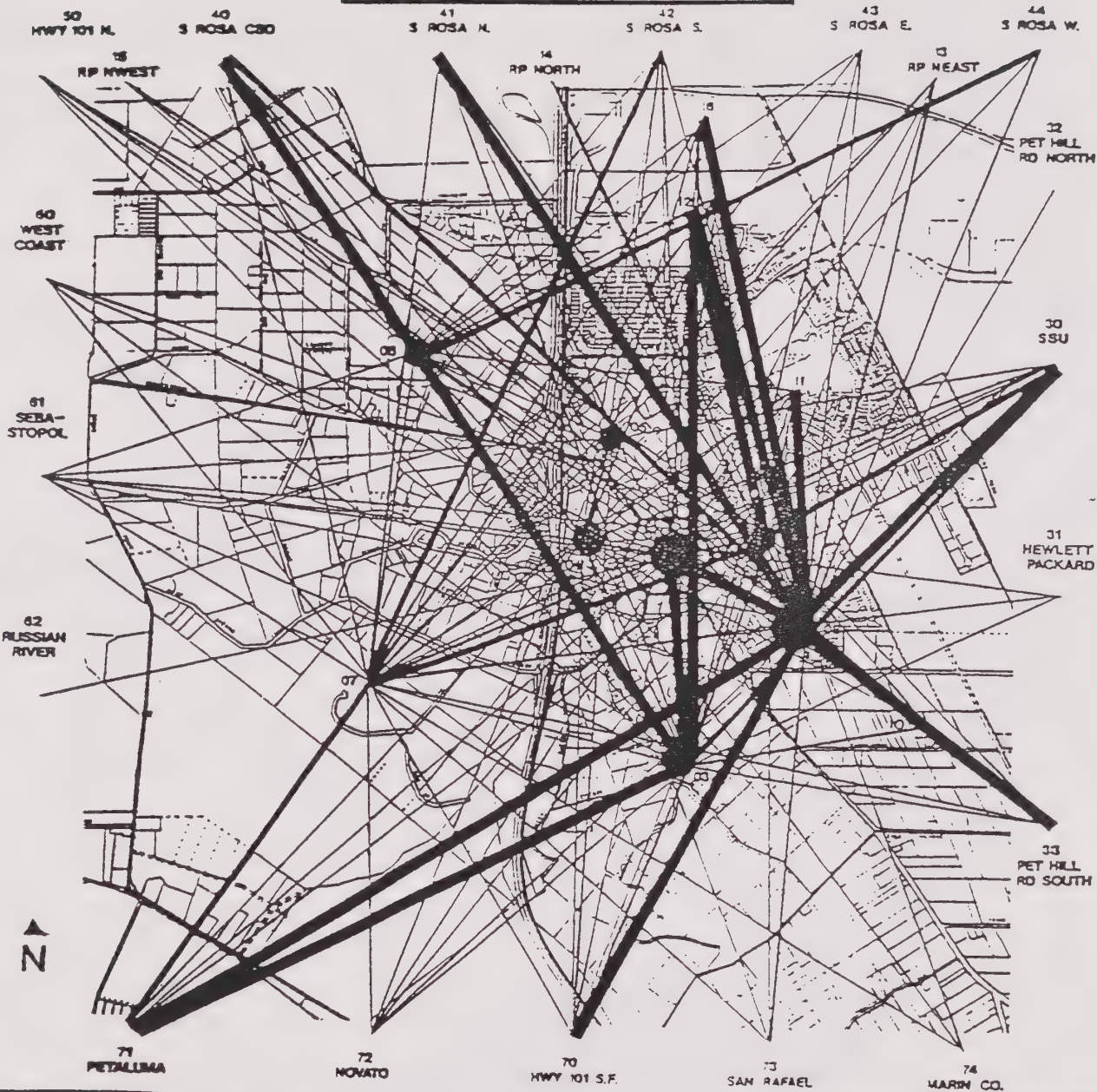
— City Limits

- - - Sphere of Influence

PREPARED BY CITY OF COTATI PLANNING DEPARTMENT 1987

MAP 8 PUBLIC TRANSIT MAP

CITY OF COTATI



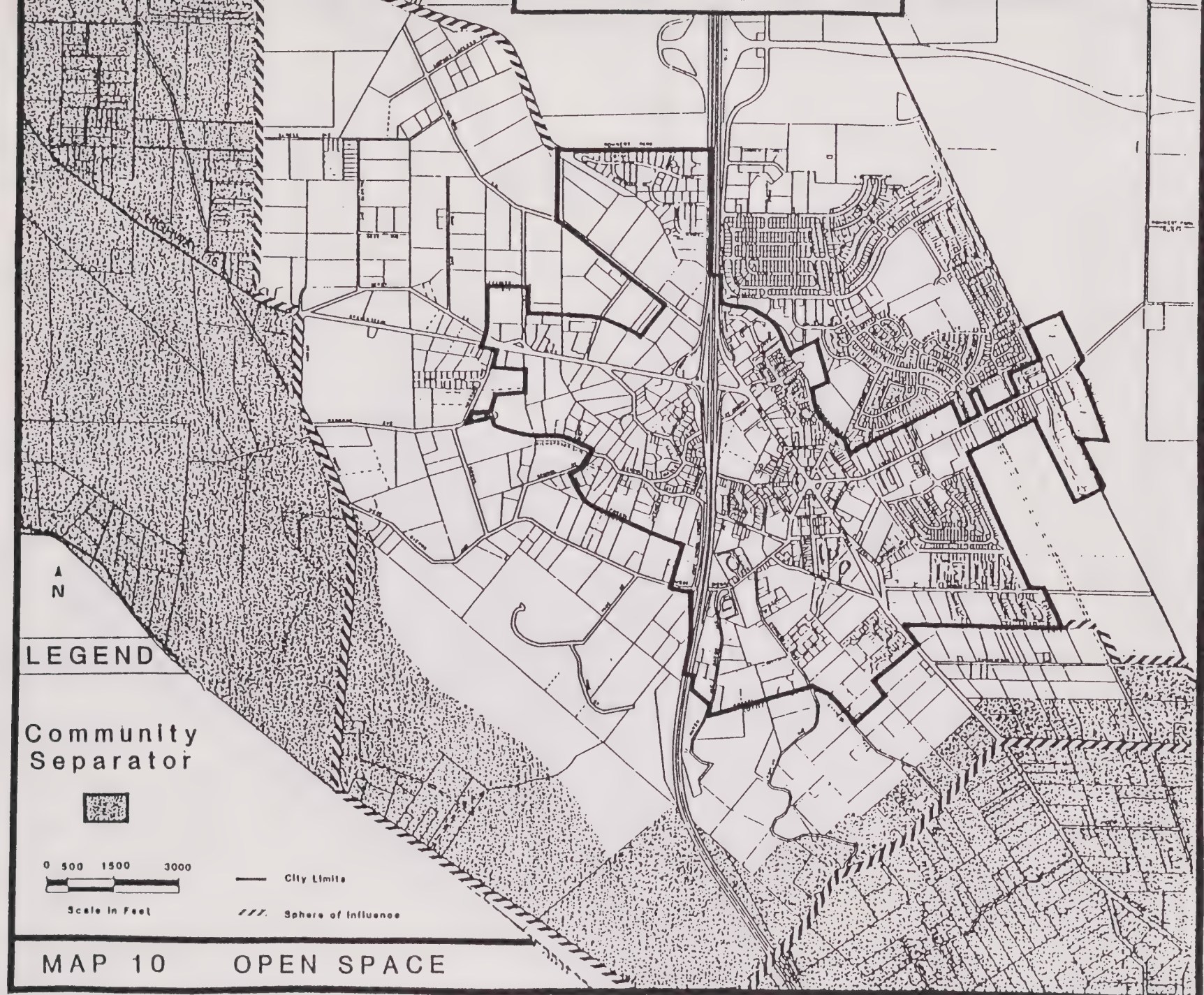
LEGEND

Trips Between Zones

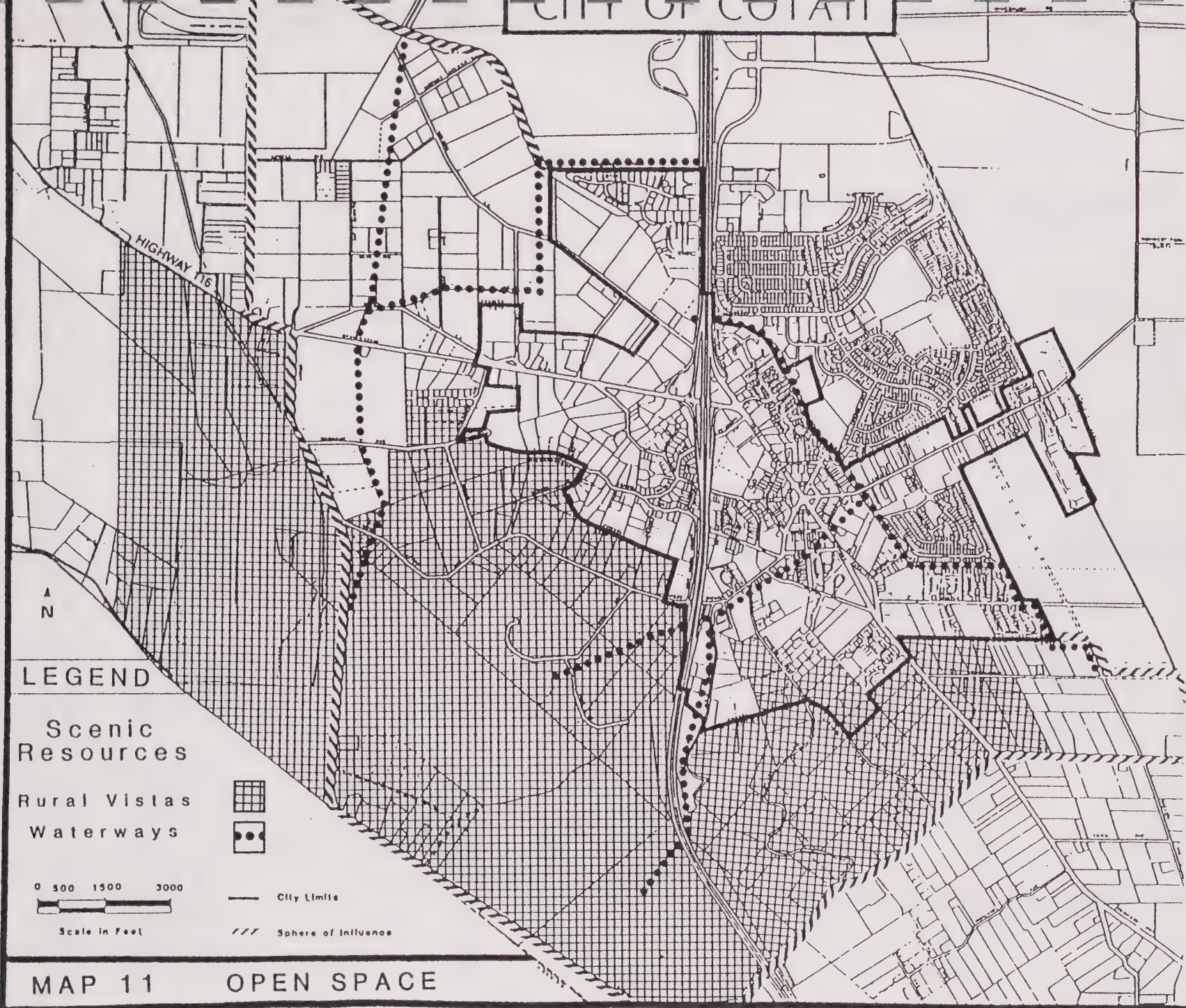


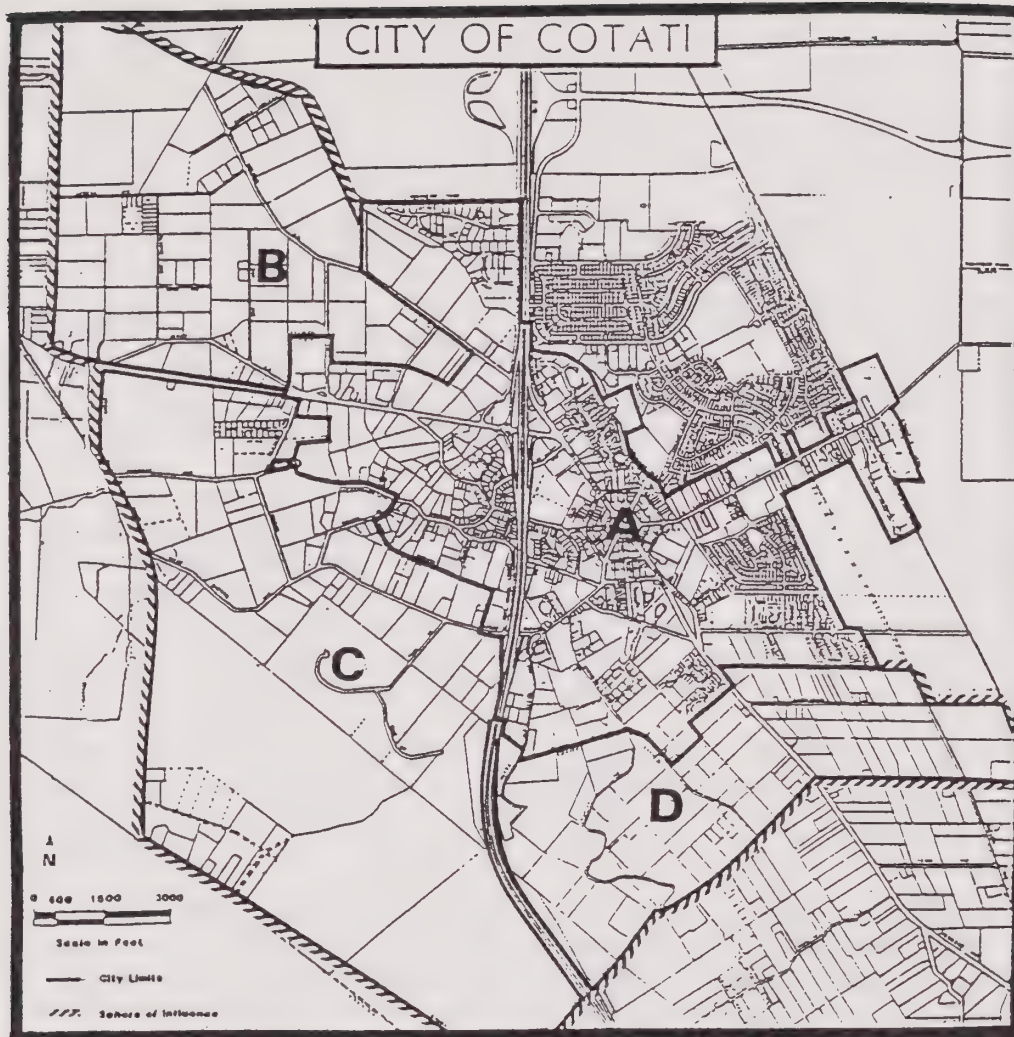
Trips Within Zones





CITY OF COTATI





Number of Units Proposed

A - City of Cotati	500
B - Northwestern Cotati	200
C - Southwestern Cotati	500
D - Southeastern Cotati	300

The population of Cotati is expected to expand from its current population of 5600 to 9725 by the year 2005. This is based upon the assumption that 100 residential units will be permitted to be constructed per year for the next 15 years (due to the Growth Management Program) and that the average population per household will be 2.75 people.

The above breakdown into districts is intended to be a general guide. It reflects the land use designations contained within the General Plan.

ORIGIN-DESTINATION SURVEY

In November of 1985 the ENSP 411A Workshop class conducted an Origin-Destination Transportation Survey for the City of Cotati. The purpose of the survey was to determine the typical weekday travel patterns of the City's residents in order to provide a basis for proposals made within the Community Development section of the General Plan.

Addresses throughout the city were chosen using a random number generator and the Sonoma County telephone directory. The surveyors flipped a coin at each address, "heads" interviewing the address to the right, "tails" to the left, in order to increase the randomness of the survey by providing a chance for those residents not listed in the directory to be surveyed.

The survey was designed to provide a 90% confidence level with a 10% margin of error. This confidence level was achieved by interviewing 220 residents, representing 8% of the present population over the age of 16.

Cotati, Rohnert Park and the surrounding region were divided into zones, and assigned zone numbers, to aid in the tabulation process. Cotati is represented by zones 1-8, Rohnert Park by zones 10-16, outlying zones to the east by 30-33, outlying zones to the north by 40-50, outlying zones to the west by 60-62, and outlying zones to the south by 70-74. The results represent trips made within the city and trips to adjacent and outlying areas.

Respondents were asked to recall all trips made within the previous 24-hour period. A trip was defined as any movement from one place to another for a particular purpose. To acquire typical weekday travel patterns, surveying was done Tuesday through Saturday, yielding data for trips made Monday through Friday. Questions about each trip included the time the person left the origin, destination of the trip, purpose of the trip, means of travel, number of persons accompanying, land use at origin, land use at destination, age, occupation, home location, sex, and income.

The lines on the map are called "desire lines." These lines indicate the general direction of the trips made, but do not represent the actual routes taken. In order to plot the trips between zones, a central point within each zone was chosen. This point is not where all trips within the zone actually originated. The width of the desire line indicates a corresponding number of

trips in both directions. The broader the line, the greater the number of trips between the respective zones. The circles represent trips within the same zone: the larger the circle the greater the number of trips made within that zone.

The results of the survey indicate that the majority of trips occur between 7 a.m. and 6 p.m. with peaks occurring at 8 a.m., 12 p.m., 3 p.m., and 5 p.m. The most preferred mode of transportation is the automobile at 81%, with walking at second (6%), and another 5% using the bus. Of the automobile trips made, 59% had one person in the car while 19% had two people. The majority of trips were for the purpose of coming home (37%), going to work (21%), and shopping (12%).

Most of the trips originated from zone 8, which includes Sunflower and Windmill Farms PUD's and the housing tract directly behind the Rancho Cotati Shopping Center. Zone 1, which includes the Hub area, and zone 8 had the largest number of trips within the same zone. A small number of trips were made to the Hewlett-Packard facility from residents of Cotati.

The map indicates a strong north-south orientation, with a large number of trips going toward Santa Rosa and on Highway 101 south toward Petaluma, Novato, Marin County and the lower Bay Area.

CITY OF COTATI
GENERAL PLAN

LAND USE DESIGNATION DEFINITIONS
AND POPULATION DENSITY STANDARDS

Throughout the General Plan references are made to land uses utilized by the City of Cotati. The categories used are: Rural Residential, Low Density Residential, Low-Medium Density Residential, Medium Density Residential, High Density Residential, General Commercial, Highway Commercial, Office, General Industrial, Commercial/Industrial, Parks, Open Space, and Public Facilities.

RURAL RESIDENTIAL - The Rural Residential land use designation permits one residential unit per acre on land intended to provide for a limited variety of agricultural uses as outlined in the Zoning Ordinance. This designation also permits associated neighborhood retail. The average population density is three people per acre.

Building Intensity: The maximum building coverage is 20% and a height limit of 35 feet.

LOW DENSITY RESIDENTIAL - This designation permits up to two units per acre of single family residential attached or detached homes. The average population density is six people per acre.

Building Intensity: The maximum building coverage is 40% and a height limit of 28 feet.

LOW-MEDIUM DENSITY RESIDENTIAL - The low-medium density residential designation permits up to six units per acre of single family attached and detached units, duplexes, and planned unit development. This designation also permits associated neighborhood retail. The average population density is 14 people per acre.

Building Intensity: The maximum building coverage is 45% and a height limit of 28 feet.

MEDIUM DENSITY RESIDENTIAL - Medium density residential designation permits up to ten units per acre of single family attached and detached units, duplexes, multiple-family dwelling units, and planned unit development. This designation also permits associated neighborhood retail. The average population density is 24 people per acre.

Building Intensity: The maximum building coverage is 45% and a height limit of 28 feet.

HIGH DENSITY RESIDENTIAL - High density residential land use designation permits up to 15 units per acre of single family attached and detached units, duplexes, multiple-family units, and planned unit development. This designation also permits associated neighborhood retail. The average population density is 35 people per acre.

Building Intensity: The maximum building coverage is 50% and a height limit of 28 feet.

GENERAL COMMERCIAL - General Commercial land use designation provides for the basic business and service needs of the local community. Office and multi-family residential land uses which are easily integrated into the adjacent districts are also appropriate in the General Commercial district.

Building Intensity: The maximum building coverage is 80% and a height limit of 28 feet.

HIGHWAY COMMERCIAL - The Highway Commercial land use designation applies to land adjacent to major arterials and permits uses which serve the travelling public and regional needs of the area.

Building Intensity: The maximum lot coverage is 80% and a height limit of 35 feet.

OFFICE - The Office land use designation permits professional services, retail and residential land uses which are easily integrated into the adjacent residential districts.

Building intensity: The maximum lot coverage is 80% and a height limit of 28 feet.

GENERAL INDUSTRIAL - The General Industrial land use designation applies to areas appropriate for manufacturing and warehousing uses.

Building Intensity: The maximum lot coverage is 80% and a height limit of forty (40) feet, or twenty (20) feet if located within fifty (50) feet of any residential district.

COMMERCIAL/INDUSTRIAL - The Commercial/Industrial land use designation accommodates both light industrial and retail uses in the same district.

Building Intensity - A comprehensive land use in this category would require a specific plan that addresses issues particular to the proposed development.

PARKS - The Parks land use designation is designed to identify land already utilized or intended for community recreational purposes. Appropriate uses include recreational facilities, and areas of important aesthetic, historical, or public health and safety significance. No dwelling units occupy this district.

Building Intensity: The uses in this category include a maximum building coverage of 5% and a height limit of forty (40) feet.

OPEN SPACE - The Open Space land use designation applies to land areas which have been designated for the preservation of natural and scenic resources and a distinct community identity. The residential development would be limited to an average population density of one person for every two acres.

Building Intensity: The uses in this category have a maximum building coverage of 5% and a height limit of 35 ft.

PUBLIC FACILITIES - The Public Facilities designation applies to land areas reserved for schools, government administration and operation facilities, and other facilities not of specific open space or recreation value.

Building Intensity: The lot coverage and height limit shall reflect the adjacent land uses where feasible.

PARKS - The Parks land use designation is designed to identify land already utilized or intended for community recreational purposes. Appropriate uses include recreational facilities, and areas of important aesthetic, historical, or public health and safety significance. No dwelling units occupy this district.

Building Intensity: The uses in this category include a maximum building coverage of 5% and a height limit of forty (40) feet.

OPEN SPACE - The Open Space land use designation applies to land areas which have been designated for the preservation of natural and scenic resources and a distinct community identity. The residential development would be limited to an average population density of one person for every two acres.

Building Intensity: The uses in this category have a maximum building coverage of 5% and a height limit of 35 ft.

PUBLIC FACILITIES - The Public Facilities designation applies to land areas reserved for schools, government administration and operation facilities, and other facilities not of specific open space or recreation value.

Building Intensity: The lot coverage and height limit shall reflect the adjacent land uses where feasible.

DESCRIPTION OF LEVEL OF SERVICE
FOR MINOR MOVEMENTS AT UNSIGNALIZED INTERSECTIONS

Level of Service	Description
A	Little or no delay expected for tested minor movement. The movement's reserve capacity exceeds 400 passenger cars per hour.
B	Short traffic delays expected for tested minor movement. Its reserve capacity is in the range of 300 to 399 passenger cars per hour.
C	Average traffic delays expected for tested minor movement. Its reserve capacity is in the range of 200 to 299 passenger cars per hour.
D	Long delays expected for tested minor movement. Its reserve capacity is in the range of 100 to 199 passenger cars per hour.
E	Very long traffic delays for tested minor movement. Its reserve capacity is less than 100 passenger cars per hour.
F	Demand volume exceeds capacity of the tested minor movement. Extreme delays with queuing may cause severe congestion affecting other traffic movements. Intersection improvements usually warranted.

Source:
1985 Highway Capacity Manual

DESCRIPTION OF LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service	Description
A	Very low delay, less than 5.0 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths contribute to low delay.
B	Delay in the range of 5.1 to 15.0 seconds per vehicle. Good progression and/or short cycle lengths. More vehicles stop causing higher levels of average delay.
C	Delay in the range of 15.1 to 25.0 seconds per vehicle. Fair progression and/or longer cycle lengths. Individual cycle failures, resulting in drivers having to wait through more than one red signal indication, begin to appear. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.
D	Delay in the range of 25.1 to 40.0 seconds per vehicle. The influence of congestion becomes more noticeable. Unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures noticeable.
E	Delay in the range of 40.1 to 60.0 seconds per vehicle. The limit of acceptable delay. Poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Delay in excess of 60.0 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths.

Source: 1985 Highway Capacity Manual

INTERSECTION MITIGATION MEASURES NEEDED
AT BUILDOUT OF THE GENERAL PLAN
TO ACHIEVE SERVICE LEVEL C

The following intersection improvements would be needed at buildout of the General Plan. It should be pointed out, however, that intersection service levels and mitigation measures based on long range general plans can be misleading for two reasons.

First, the improvements that will be needed at intersections may be a small part of future roadway improvement needs. In the case of the Cotati General Plan it has been pointed out previously that much of the roadway system connecting the intersections listed below would require widening in its entirety to accommodate projected traffic volumes between intersections. For the buildout scenario tested here for intersection needs, Gravenstein Highway would have to be widened to six lanes between Stony Point Road and the southbound U.S. 101 freeway ramps intersection,. Old Redwood Highway and Commerce Avenue would have to be widened to 4 lanes throughout the City.

Second, intersection service level values are computed to an accuracy of plus/minus 5%. The land use densities upon which traffic forecasts are made cannot be predicted to such accuracies in long range general plans. The specific mitigation measures listed below should be considered as general indications and not as specific long range needs.

Gravenstein/Madrone

Signalize if/when ever warranted by actual traffic counts. (As is the case for this and other suggested signal installations listed below, traffic signals should not be activated until warrants based on actual counts and existing conditions are met. Premature activation of signals leads to unnecessary traffic accidents, travel delay and smog production. The general buildout land development information available at this time does not produce high enough future cross traffic volumes to allow one to predict that traffic signals will actually be warranted. A signal, however, would be the only means of improving the service level for the cross street approach to the intersection.)

Gravenstein/West Cotati

Construct separate left and right-turn lanes on the West Cotati approach to the intersection (improves LOS by one level). Signalize if/when ever warranted by actual counts.

Gravenstein/Old Redwood

Add dual left-turn lanes on both the eastbound and northbound approaches. Two outbound intersection lanes will be needed downstream (northbound on Commerce and westbound on Gravenstein) to accept traffic from the 2 turn lanes.

Intersection Mitigation Measures Needed
at Buildout of the General Plan
to Achieve Service Level C - (Cont'd)

Old Redwood/East Cotati

Signalize when warranted by actual counts and construct dual southbound left-turn lanes as well as two outbound intersection lanes eastbound on East Cotati to accept traffic from the 2 turn lanes.

Old Redwood/Park (North)

Channelize the intersection for traffic safety as follows: a) construct a raised, free right-turn island separating the westbound left and right-turn movements exiting Park Avenue; b) construct a raised median island on the north leg of Old Redwood together with a southbound left-turn lane on Old Redwood. Leave an opening opposite Page Street in this median. Preserve enough right-of-way on Old Redwood to eventually add a northbound left-turn lane, for turns to Page Street, side by side with the southbound left-turn lane. (Together with eventual widening of Old Redwood to 4 through lanes, Old Redwood would be 6 lanes wide near Park [north] and Page.); c) construct a northbound deceleration/right-turn lane on Old Redwood. [Due to planned closure of Park Avenue south of Benson Lane, left turns will have to be made from Park Avenue to Old Redwood Highway at the Park Avenue [north] intersection. The turn volume, however, will be too low to warrant a traffic signal, the only means of achieving Service Level C for the turn.)

ACREAGE AND PERCENT OF LAND USE

WITHIN THE CITY OF COTATI

LAND USE	ACREAGE	PERCENT OF TOTAL
Agricultural/ Residential	252.93	23
Residential (RR, R-1, R-2, R-3)	407.24	38
Commercial/Office	122.96	11
Industrial	77.57	7
Vacant	160.76	15
Public	62.00	6
(Estimate) Total	1,083.46	100%

MATRIX OF RELATIONSHIP OF STATE MANDATED

GENERAL PLAN ELEMENTS AND COTATI'S

GENERAL PLAN POLICIES

COMMUNITY DEVELOPMENT

GENERAL PLAN ELEMENTS

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
1.1.1	*					*	
1.1.2	*					*	
1.1.3						*	
1.1.4						*	
1.2.1	*						
1.2.2	*						
1.2.3	*						
1.2.4	*						
1.3.1	*						
1.3.2	*				*		
1.3.3	*						
1.3.4	*						
1.4.1	*						
1.4.2	*						
1.4.3	*						
1.4.4	*						
1.4.5	*						
1.4.6	*						
1.4.7	*						
1.4.8	*						
1.4.9	*						
1.4.10	*						
1.4.11	*						
1.4.13	*						
1.4.14	*						
1.5.1	*				*		
1.5.2	*		*		*	*	
2.1.1	*	*					
2.1.2		*				*	
2.1.3		*					
2.1.4		*					
2.2.1		*				*	

COMMUNITY DEVELOPMENT

GENERAL PLAN ELEMENTS

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
2.2.2		*				*	
2.2.3		*					
2.2.4		*				*	
2.2.5		*				*	
2.2.6		*					
2.2.7		*				*	
2.3.1	*	*					
2.3.2	*	*					
2.3.3	*	*					
2.4.1		*				*	
2.4.2		*				*	
2.4.3		*		*		*	
2.4.4	*	*					
2.4.5	*	*					
3.1.1		*			*	*	
3.1.2	*						*
3.1.3							*
3.1.4		*					*
3.1.5							*
3.1.6							*
3.1.7							*
3.2.1	*						
3.2.2	*		*				
3.2.3	*						
4.1.1	*				*		
4.1.2	*				*		
4.1.3	*				*		
4.1.4	*			*	*		

QUALITY OF LIFE

GENERAL PLAN ELEMENTS

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
5.2.1	*		*				
5.2.2	*		*	*			
5.2.3	*		*				
5.2.4	*		*				
5.2.5			*	*			
5.3.1	*		*				
5.3.2	*		*				
5.3.3	*						
5.4.1	*		*	*			
6.1.1	*		*			*	*
6.2.1	*		*	*			
6.2.2	*	*	*	*			
6.2.3	*		*	*			
6.3.1			*	*			
6.3.2			*			*	
6.3.3			*			*	
6.3.4			*	*		*	
6.4.1	*	*		*		*	
6.4.2	*	*				*	
6.5.1	*		*		*	*	
6.5.2	*		*		*		
6.5.3	*					*	
7.1.1	*					*	
7.1.2	*					*	
7.1.3	*					*	
7.1.4				*		*	
7.2.1						*	
7.2.2				*	*	*	
7.2.3				*		*	
7.2.4						*	
7.3.1	*				*	*	
7.3.2	*				*	*	

QUALITY OF LIFE

GENERAL PLAN ELEMENTS

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
7.3.3				*		*	
7.4.1						*	
7.4.2						*	
7.4.3		*				*	
7.4.4						*	
7.4.5						*	
7.4.6						*	
7.4.7						*	
7.5.1		*				*	
7.5.2						*	
7.6.1		*				*	
7.6.2		*				*	
7.6.3		*				*	
7.6.4		*				*	
8.1.1	*						
8.2.1				*		*	
8.2.2						*	
8.3.1						*	
8.3.2						*	
8.4.1	*					*	
8.4.2	*						
8.4.3	*		*				
8.5.1	*						
8.6.1						*	
8.6.2						*	
8.6.3						*	
9.1.1	*			*			
9.1.2	*			*			
9.2.1				*			
9.2.2	*	*		*			
9.2.3				*			

QUALITY OF LIFE

GENERAL PLAN ELEMENTS

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
9.2.4				*			
9.2.5		*		*			
9.2.6	*				*		
9.3.1				*			
9.3.2				*			
9.3.3	*				*		
9.4.1	*		*				
9.4.2	*						
9.5.1				*			
9.5.2				*			
9.5.3	*	*	*	*			
9.5.4				*			
9.5.5				*			

ECONOMIC VITALITY

GENERAL PLAN ELEMENTS

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
10.1.1	*						
10.1.2	*						
10.1.3	*					*	
10.2.1	*						
10.2.2	*					*	
11.1.1	*	*					
11.1.2		*					
11.1.3		*					
11.1.4	*	*					
11.1.5		*				*	
11.1.6		*					
11.2.1	*	*					
11.3.1	*	*					
11.3.2	*					*	
11.3.3	*						
11.3.4		*				*	
11.3.5				*			
11.4.1	*						
11.4.2	*					*	
11.5.1	*	*					
11.5.2	*	*					
11.5.3	*						

COMMUNITY IDENTITY

GENERAL PLAN ELEMENTS

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
12.1.1	*						
12.1.2	*						
12.1.3					*		
12.1.4		*			*		
12.1.5	*						
12.1.6				*	*		
13.1.1	*				*		
13.1.2	*						
13.1.3	*						
13.1.4				*	*	*	
13.1.5				*	*	*	
13.1.6	*			*	*	*	
13.1.7	*				*		
13.1.8	*			*		*	
13.1.9	*			*			
13.1.10	*				*		
13.1.11	*			*	*		
13.1.12	*			*	*		
13.2.1	*				*		
13.2.2				*	*	*	
13.2.3					*		
13.2.4		*					
13.2.5					*	*	
13.2.6	*					*	
13.2.7	*						
13.3.1						*	
13.4.1					*		
13.4.2	*					*	
14.1.1	*			*			
14.1.2		*				*	
14.2.1				*			
14.2.2	*			*			
14.3.1	*				*		

CITY OF COTATI GENERAL PLAN

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